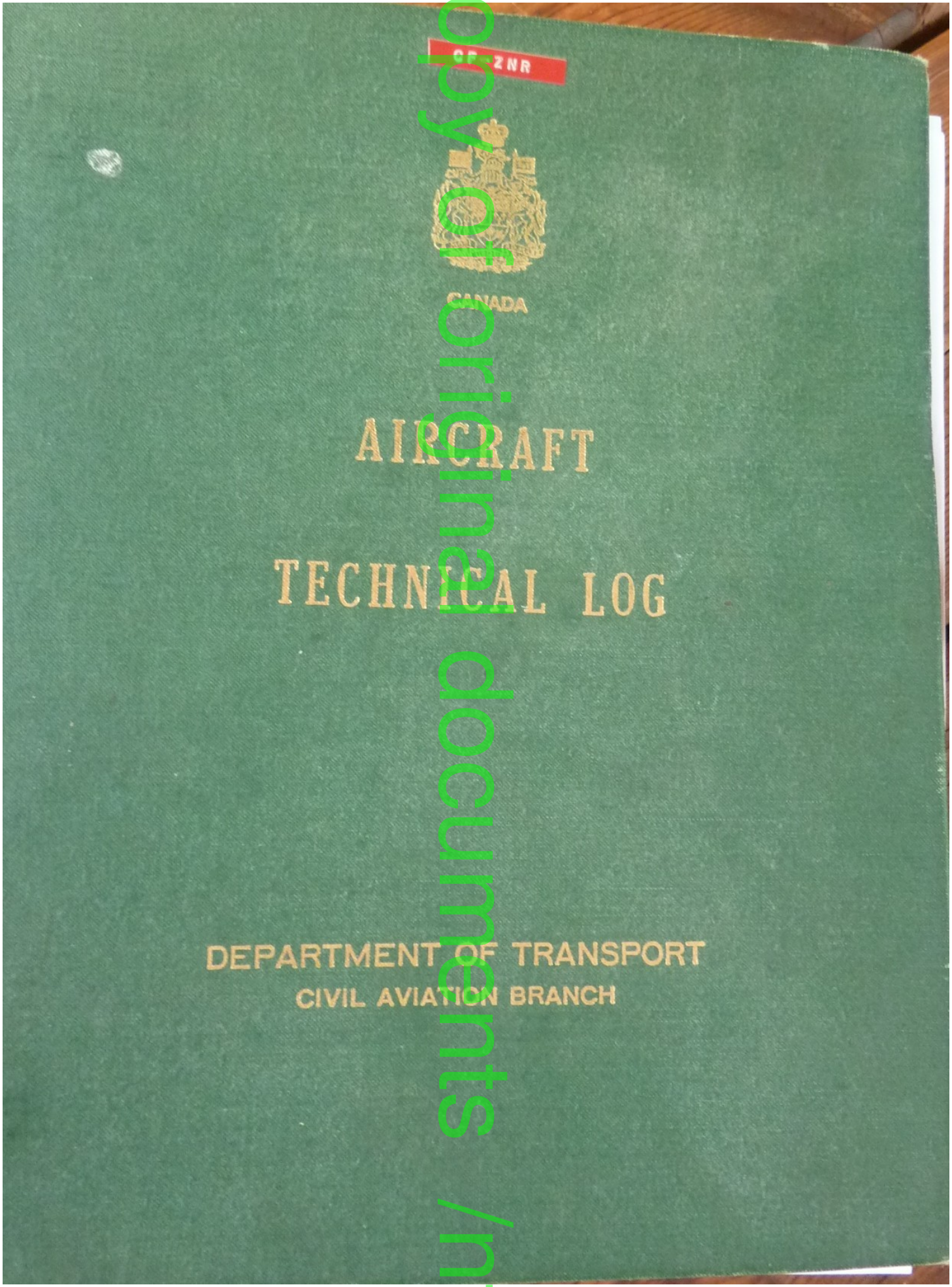
This document was created on July 20th 2021 as a means of assurance that should the LOGS for Aircraft C-FZNR inadvertently become lost, that they can be recreated .

This digital copy includes the following: The Journey Log, The Engine Log, The propeller Log, Mogas, STC, Weight & Balance, record of Engine overhaul, and other miscellaneous documents found in the Document Pouch.

Logs were provided by Kelly Copp and digitized by Norman Fillion



MIDWEST AVIONICS

10-20 HANGAR LINE ROAD, WINNIPEG, MB R3J 3Y8

Work Order: 39251

Nomenclature: ELT

Manufacturer: AMERI-KING

Type/Model: AK-450

Part No:

Serial No: 485146

Inspected	☐	Function Test	☐
Modified	☐	Operational Test	☐
Repair	☐	Other Test	☐
Recertified	☒ XX	Removal	☐

Previous Certification: INSPECTION DUE:

NOV 2018 BATTERY DUE: DEC 2024

The Maintenance described has been performed in accordance with applicable airworthiness requirements.

Date: 08 NOVEMBER 2017

AMO 84-94: [signature] AMO 84-94 01 S.C.A.

S E R V I C E A B L E

Work Order

Aircraft: Piper Pa-22 Tri-Pacer
Reg: C-FZNR

July 05, 1999

Fuselage, Tail surfaces, Ailerons & Flaps
Rejuvenated old Poly-Tone and finished with Poly-Spray and Aero-Thane as per Stits Procedure Manual.
Replaced all windows.

Wings
Removed old fabric and inspected frame for wear and corrosion.
Replaced one section of Leading Edge and wing tip bows.
Removed dents and primed steel parts.
Covered wings with Poly-Fiber and finished with Aero-Thane as per Stits Procedure Manual.

Wheels
Replaced one tire and three inner tubes.

Wing Struts
Inspected and sealed by Interior Pacific Flight Systems Ltd
STC SA4635NM

Engine
Overhauled by Universal Aero Engine.

Propeller
Overhauled by Maxwell.

Radios
Com, Transponder, Intercom, Loran C installed by G. Kunderman.

A R Blais
M06591

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/UNITED STATES		H-R101740

4. Organization Name and Address:
HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY. MONTGOMERY, AL. 36108 PQ1383CE-D

5. Work Order/Contract/Invoice Number: M162490

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	ALTERNATOR-NEW **** END ****	SAL12-70	1	H-R101740	NEW

12. Remarks:
AIRWORTHINESS APPROVAL- PARTS.FOR PMA ELIGIBILITY SEE WWW.HARTZELL.AERO/PMA/

13a. Certifies the items identified above were manufactured in conformity to:

- ☒ Approved design data and are in a condition for safe operation.
- ☐ Non-approved design data specified in Block 12.

14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12

Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No:
	749188261		
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):
MICHAEL C. STRICKLAND	23/OCT/2017		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the nationalr egulations by the user/installer before the aircraft may be flown.

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

HETCODE: SAL12-70

Part No. 10-5001

Installation Instructions

1. Disconnect aircraft battery.
2. Install alternator per included drawing.
3. Refer to appropriate engine and airframe service manuals for belt tension and bolt torques.
4. Install battery wire with MS25171-2S terminal nipple on 6mm output terminal and torque to 50 in. lb.
5. Install ground wire to any of the three 5mm studs on rear of alternator and torque to 35 in. lb.
6. Install field wire with MS25171-1S terminal nipple to F1 terminal on rear of alternator and torque to 20 in. lb.
7. NOTE: F2 terminal to remain grounded with ground strap UNLESS aircraft voltage regulator is a type "A" regulator using a 2-wire field circuit, in this case remove and discard ground strap from F2 terminal and connect wiring from voltage regulator to F1 and F2 terminals, torque to 20 in. lb.
8. If aircraft is equipped with an "alternator out light" circuit, connect that wire to the AUX terminal and torque to 20 in. lbs. Other wise leave AUX terminal open.
9. Reconnect aircraft battery.
10. Start aircraft and check alternator output for proper operation.

Maintenance Instructions

Annual / 100 hour inspections:

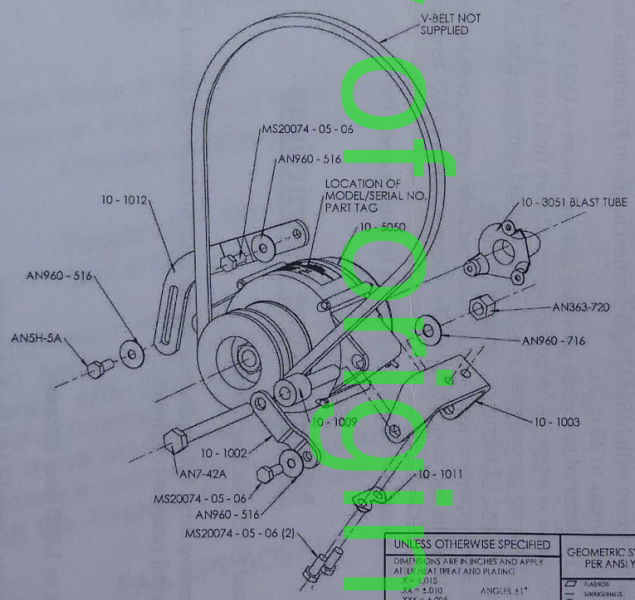
1. Remove drive belt and turn alternator rotor to check condition of bearings for abnormal noise or roughness.

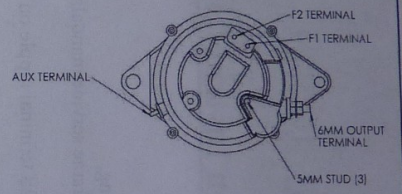
5 year or 1,000 hour intervals:

1. Repeat: Annual / 100 hour inspection.
2. Remove field brush assembly and inspect brushes for excess wear. Replace brush assembly if brushes extend less than .250" from edge of brush holder case.

NOTE: SAFETY WIRE (2) TENSION ARM BOLTS (MS20074 - 05 - 06 & AN5H-5A) WITH .032" SAFETY WIRE.

REVISIONS				
EN	REV.	DESCRIPTION	BY	DATE
1409007	A	FIRST RELEASE INTO HEI DESIGN DATA	BJ	9/3/14
1409008	B	1) TITLE BLOCK WAS PLANE POWER, LTD. 2) "HARTZELL ENGINE TECHNOLOGIES, LLC" WAS "PLANE POWER, LTD" 3) "SHEET 2" WAS "REVERSE SIDE" 4) ADDED 10-1031 CALLOUT TO DATA TAG 5) 10-5050 WAS AL24-70-6) REMOVE DATA TAG MATERIAL NOTE	BJ	9/3/14
1411045	C	1) ON SHEET 1 "MAINTENANCE WAS CONTINUED AIRWORTHINESS" 2) ON SHEET 2, "MAINTENANCE INSTRUCTIONS" WAS "INSTRUCTIONS FOR CONTINUED AIRWORTHINESS"	OKG	11/19/14





10-1031

Plane-Power
FAA PMA
HARTZELL ENGINE TECHNOLOGIES, LLC
MODEL NO. 10-5050
SERIAL NO. 4V-YWWSN
VOLTAGE 24

INSTALLATION AND MAINTENANCE INSTRUCTIONS ON SHEET 2

SPECIFICATION CLASSIFICATION		
CLASSIFICATION	DIMENSION CONVENTION	NOTE NO. CONVENTION
CRITICAL	<XX.XX>	<#>
MAJOR	(XX.XX)	(#)
MINOR	XX.XX	#
REFERENCE	(XX.XX)	(#)

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES AND APPLY AFTER HEAT TREAT AND PLATING
X = ±.015
XX = ±.010 ANGLES ±1°
XXX = ±.005
BREAK ALL EDGES AND MACHINE ALL INSIDE CORNER FILLETS .015 MAX.
SURFACE FINISH

GEOMETRIC SYMBOLS PER ANSI Y14.5
FLATNESS
STRAIGHTNESS
ROUNDNESS
CYLINDRICITY
PROFILE
PERPENDICULARITY
POSITION
CONCENTRICITY
SYMMETRY
ANGULARITY
PARALLELISM
CIRCULAR RUNOUT
TOTAL RUNOUT

DRAWN	BJ	12/26/05
CHECKED	EAB	11/19/14
ENG.	RTR	11/19/14
FINISH	N/A	
WEIGHT	N/A lbs	
MATERIAL	SEE INDIVIDUAL COMPONENTS	
SCALE	NTS	

HARTZELL ENGINE TECHNOLOGIES
2900 Selma Highway Montgomery, AL 36108

AL24-70 INSTALLATION INSTRUCTIONS

SIZE	SH 1 OF 2	CODE ID	DRAWING NO.	REV.
B		65PY1	10-5001	C

Transport Canada / Transports Canada

ANNUAL AIRWORTHINESS INFORMATION REPORT

COPP, KELLY L

92 ELM DRIVE

OAKBANK, MANITOBA, CANADA

R0E 1J2

COMPLETE FORM AND SUBMIT NO LATER THAN THE DUE DATE

See reverse for change of address and form instructions.

Issued (yyyy-mm-dd)	Due (yyyy-mm-dd)
2020-09-02	2020-03-30
Registration Mark	**Type Certificate number**
FZNR	NOT CERTIFICATED
Type of Flight Authority	**Type of Registration**
OWNER MAINT	PRIVATE

Aircraft operated pursuant to ***CAR IV*** or ***CAR VII*** (inspection information not required). ☐

Date of the *most recent* annual or 100 hour inspection (yyyy-mm-dd): 2019-10-25

AMO, AME or owner who/which conducted & certified this inspection

Name: COPP, KELLY L — ○ AMO ○ AME ◉ Owner — Number:

Has the aircraft been damaged since last report? ○ Yes (if yes, enter date) ◉ No — Date of damage (yyyy-mm-dd):

Date of repair certification (yyyy-mm-dd):

Owner's Contact Information

Fax Number (999-999-9999): 204-444-3283

E-Mail Address: KELLYCOPP@MYMTS.NET

AIRCRAFT BASE OF OPERATION

Country	Province/State
CANADA	MANITOBA
Municipality	**Airport**
OAKBANK	ST. ANDREWS
Other (House/Farm/etc)	**TC Region**
24	PNR

Reporting year: 2019

Total hours flown since new – to Dec 31 of the reporting year	Hours flown – Jan 01 to Dec 31 of the reporting year
3565 hr	0 hr

Optional for air operators & flight training units — Specialty Hours

Training	Other aerial work
0 hr	0 hr

Aircraft Make	Aircraft Model	Aircraft Serial Number
PIPER	PA22 150 X	223388

Empty Weight

Last Actual	Which landing gear configuration?	Date (yyyy-mm-dd)	Last Amended	Which landing gear configuration?	Date (yyyy-mm-dd)
1164 lb	☒ Wheels ☐ Floats ☐ Skis	2008-06-12	0 lb	☒ Wheels ☐ Floats ☐ Skis	

Max. permissible take-off weight: 2000 lb — Which landing gear configuration? ☒ Wheels ☐ Floats ☐ Skis

Engine Make		Propeller Make	
AVCO LYCOMING			
Engine Model 1. O-320 X	**Engine Serial Number** 1. L576527	**Propeller Model** 1.	**Propeller Serial Number** 1.
Engine Model 2.	**Engine Serial Number** 2.	**Propeller Model** 2.	**Propeller Serial Number** 2.
Engine Model 3.	**Engine Serial Number** 3.	**Propeller Model** 3.	**Propeller Serial Number** 3.
Engine Model 4.	**Engine Serial Number** 4.	**Propeller Model** 4.	**Propeller Serial Number** 4.

Ski Make	Ski Model	Float Make	Float Model

Owner Remarks

AIRCRAFT OUT OF SERVICE ☐

Note: Hours flown and TSN must be completed up to the date of out of service.

This aircraft will be/has been out of service from (yyyy-mm-dd) _____

Estimated date of return to service (yyyy-mm-dd) _____

Reason *(optional)*

I CERTIFY THAT THE INFORMATION SUPPLIED IS CORRECT

Name of owner or authorized agent (please print) _____ Date (yyyy-mm-dd) _____

Signature of owner or authorized agent _____

Transport Canada (AARDA)
330 Sparks Street
Place de Ville, Tower C
Ottawa, Ontario K1A 0N8

Canada

ANNUAL AIRWORTHINESS INFORMATION REPORT (AAIR)

[illegible]t to *Canadian Aviation Regulations (CARs)*, Part V, Subpart 1, and Chapter 501 of the Airworthiness Manual, the owner of a Canadian aircraft, other than [illegible]tra-light aeroplane shall submit to the Minister no later than the due date an Annual Airworthiness Information Report (AAIR).

For any questions related to this form, please contact Transport Canada Headquarters at 1-888-663-3639 (Option 1) or by email at tc.aair-raina.tc@tc.gc.ca

AIRCRAFT REGISTRATION

For all changes to your Aircraft Registration including but not limited to; change of address, aircraft sold, aircraft destroyed, aircraft retired, etc., contact your TC Regional Office at 1-800-305-2059, option 1 for English, 2 for Aircraft Registration and then select the appropriate region. **Indicating this type of information on your AAIR form (hard copy or online) will not update your Aircraft Registration.**

HOW TO SUBMIT THE AAIR

The AAIR can be submitted in one of two ways:

1. Fill in the attached form and return it to Transport Canada (TC), following the instructions of sections A, B and C below; or
2. Submit it electronically via the Internet, following the instructions of section D below.

A. PROVIDE DATA IN THE BLANK SPACES

1. Date of the most recent annual or 100-hour inspection, and the name & number of the AMO or AME who/which conducted and certified the inspection. In the case of an amateur-built or owner maintained aircraft, the name of the owner if the owner performed the inspection.

   Note: *Not required for aircraft operated pursuant to CAR IV or CAR VII.*

   Note: *The AAIR due date and the aircraft's inspection date are not related.*

2. Indicate (yes or no) whether the aircraft was significantly damaged since the last report. If YES, the date the aircraft was damaged and, if applicable, the date of the repair certification.
3. Aircraft total hours flown since new – to December 31st of the reporting year, and aircraft hours flown from January 1st to December 31st of the reporting year.

   Note: *Air operators and flight training units may provide a consolidated breakdown of the total training hours and the total hours flown for other aerial work activities (specialized work) in the reporting year.*

4. Provide the aircraft owner's 24-hour fax number and/or e-mail address to which TC can forward notifications of applicable Airworthiness Directives (ADs) and Civil Aviation Safety Alerts (CASAs), as well as to address matters related to AAIRs.

B. AIRCRAFT OUT OF SERVICE

Subject to certain conditions, an AAIR is not required for an aircraft that is out of service (not flown) for all of a complete calendar year. When applicable, an owner can claim this privilege by indicating on this form:

1. Check the box in the AIRCRAFT OUT OF SERVICE section; and
2. Indicate the date the aircraft will be/has been out of service from; and
3. Indicate the estimated date of return to service. If unknown, indicate an approximate date.

Note: *If the aircraft is declared out of service part way into a calendar year, an AAIR will be sent the following year in order to capture the hours flown, and other related data, from January 1st up to the date the aircraft was declared out of service.*

C. MAILING INSTRUCTIONS

1. Check that all necessary data has been supplied.
2. Print the form, sign and date the lower right-hand corner.
3. Mail the form to:

   Transport Canada (AARDA)
   330 Sparks St, Place de Ville, Tower C
   Ottawa, Ontario K1A 0N5

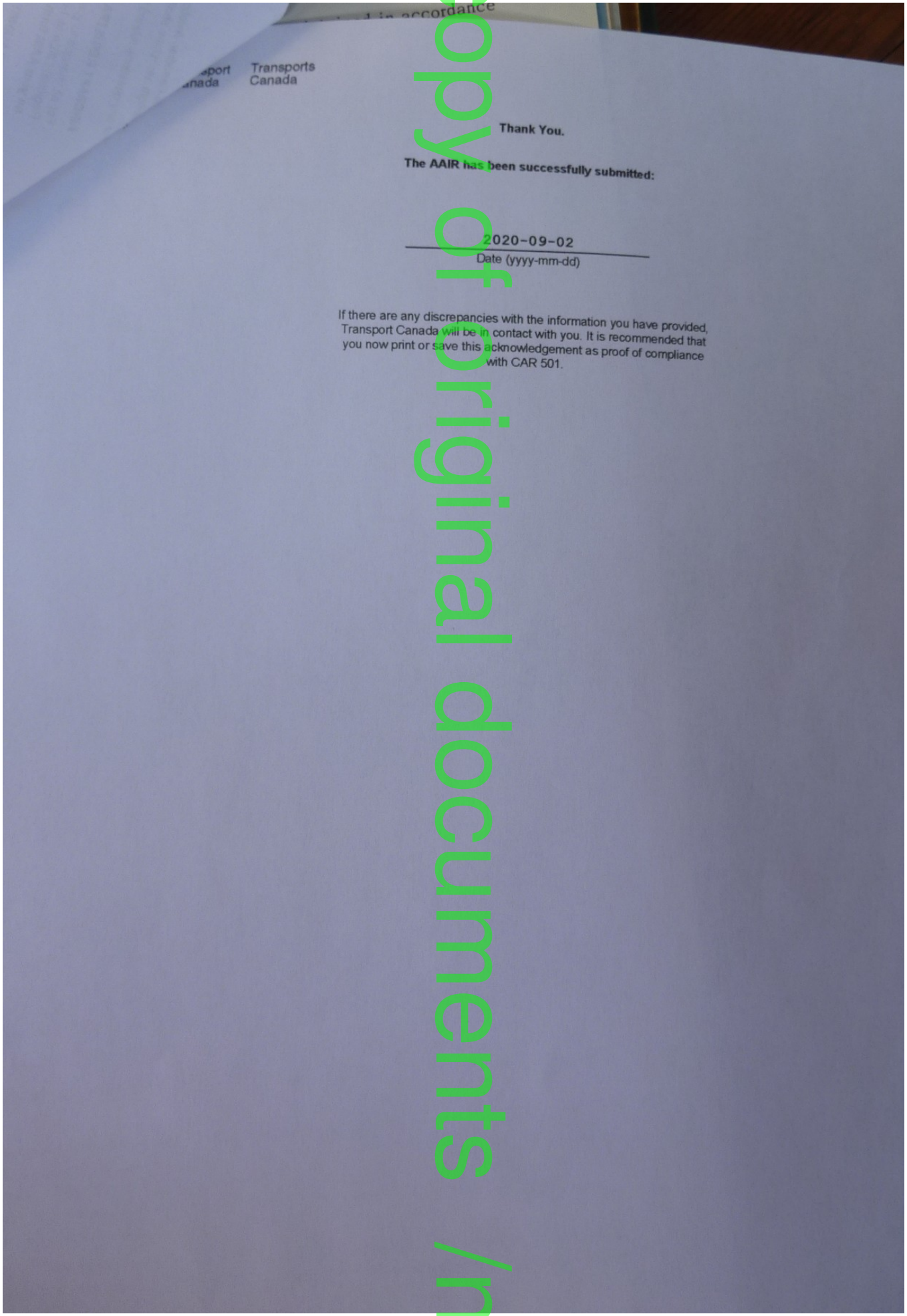
4. Add sufficient postage and ensure that the envelope is postmarked no later than the due date.

D. INTERNET SUBMISSION INSTRUCTIONS

1. Using your AAIR User ID, log in to the Continuing Airworthiness Web Information System (CAWIS) at www.tc.gc.ca/cawis-swimn (Use of your AAIR User ID is deemed to be the equivalent of your signature when submitting an AAIR via the Internet.)

   Note: User IDs are assigned by TC and will remain the same each year. If you do not have a User ID or have forgotten it, you can retrieve your User ID and create a password by selecting the "Forgot User ID or Password" link on the AAIR Login Page.

2. Check and update all existing data, and enter the required new data following the guidance of sections A and B above.
3. Click the "Submit" button at the bottom of the page to send your completed AAIR to Transport Canada. The page will refresh, confirming your AAIR was successfully submitted.
4. Click the "Print" button at the bottom of the page if you would like to keep a hardcopy for your records.



Transports Canada

Thank You.

The AAIR has been successfully submitted:

2020-09-02
Date (yyyy-mm-dd)

If there are any discrepancies with the information you have provided, Transport Canada will be in contact with you. It is recommended that you now print or save this acknowledgement as proof of compliance with CAR 501.

VOLUME NO.

SECTION I

AIRFRAME

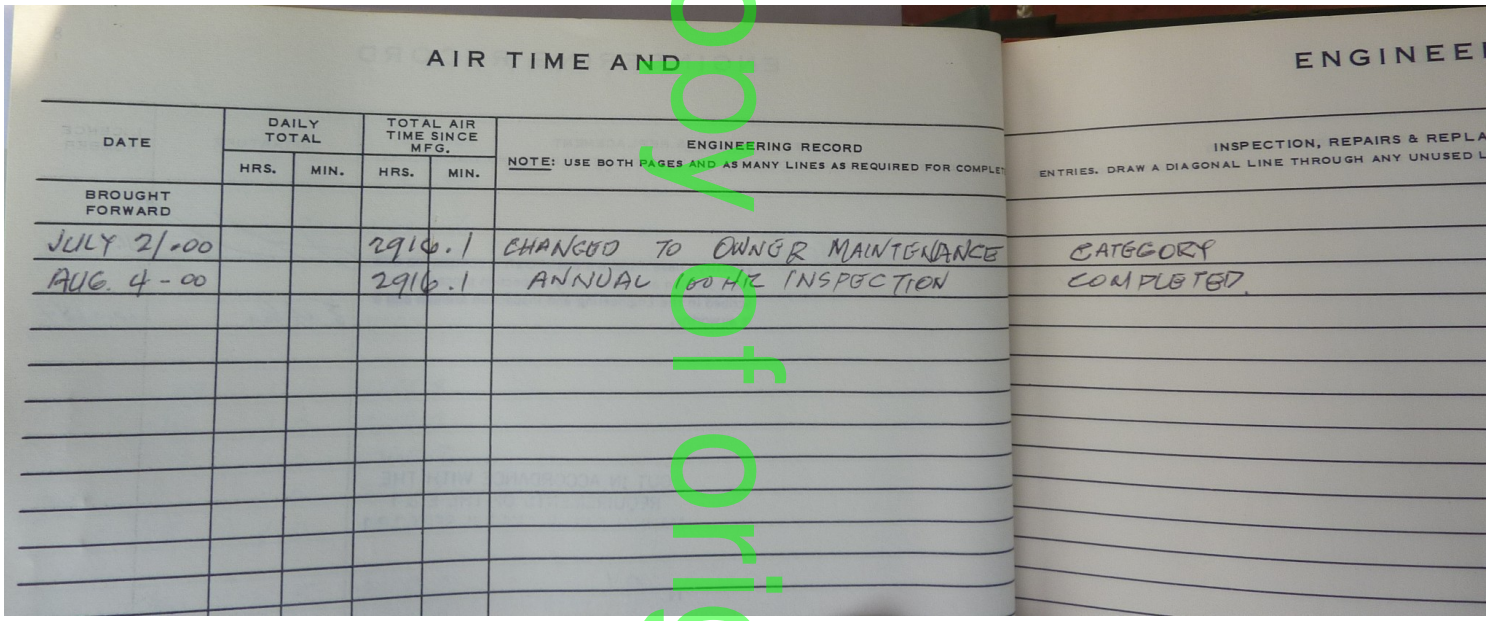
LOG

PRICE $1.00

AIRCRAFT

1.	Nationality and Registration	~~CF-ZNR~~ C-FZNR
2.	Manufacturer's Designation	~~PA-22~~ PA-22
3.	Type Approval or Specification Number	1A6
4.	Manufacturer's Serial Number	22-3388
5.	Date of Manufacture	1955

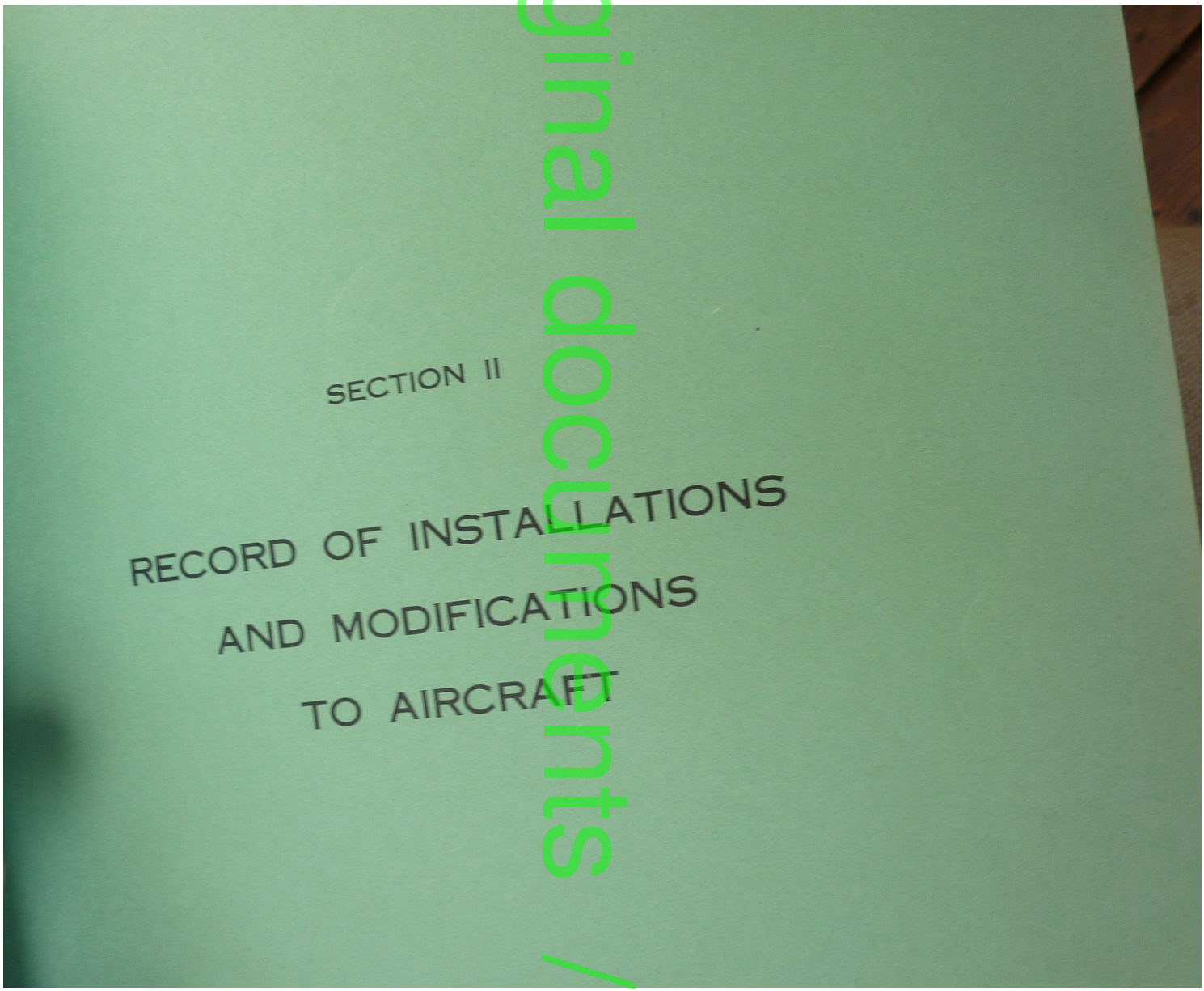
EMPTY WT - 1142#
MAX GROSS - 2000#



AIR TIME AND

ENGINEE

DATE	DAILY TOTAL HRS.	DAILY TOTAL MIN.	TOTAL AIR TIME SINCE MFG. HRS.	TOTAL AIR TIME SINCE MFG. MIN.	ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLE	INSPECTION, REPAIRS & REPLA ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED L
BROUGHT FORWARD						
JULY 2/-00			2916.1		CHANGED TO OWNER MAINTENANCE	CATEGORY
AUG. 4-00			2916.1		ANNUAL 100 HR INSPECTION	COMPLETED.

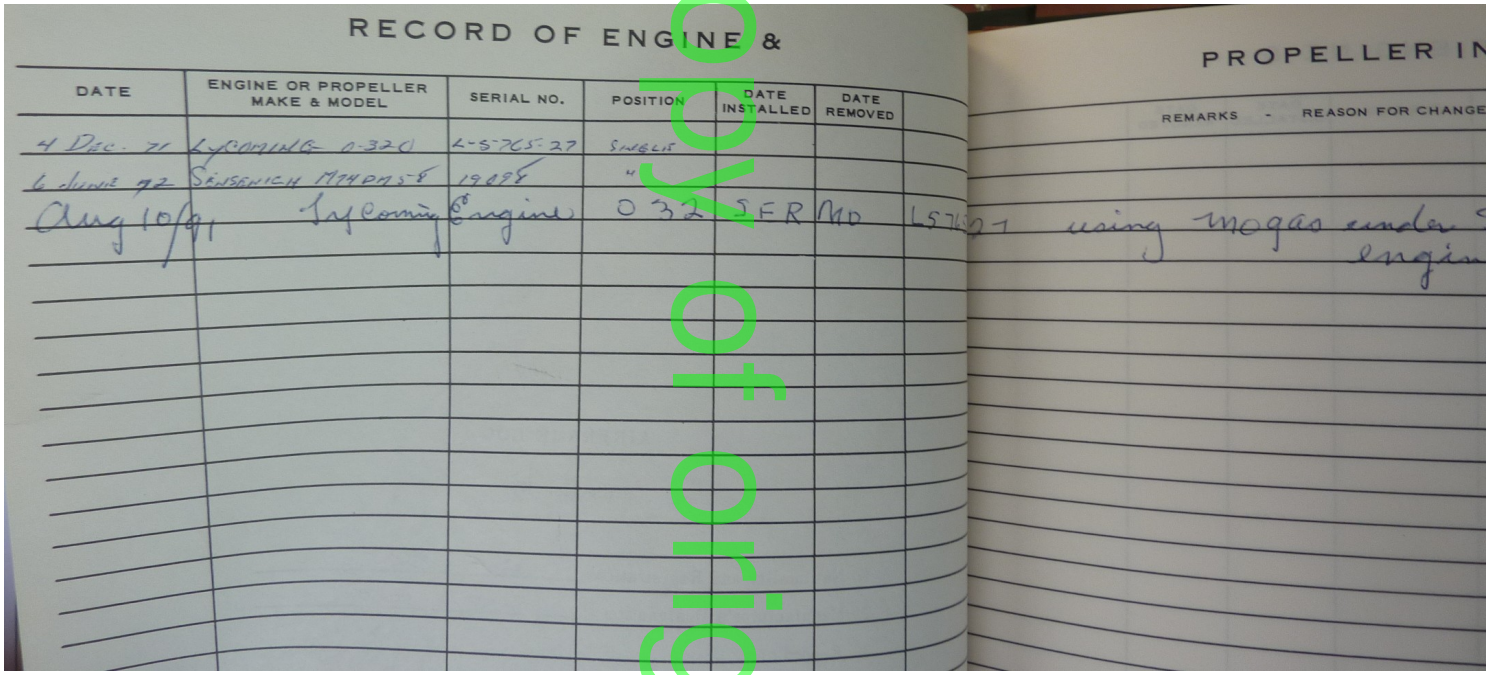


SECTION II

RECORD OF INSTALLATIONS

AND MODIFICATIONS

TO AIRCRAFT



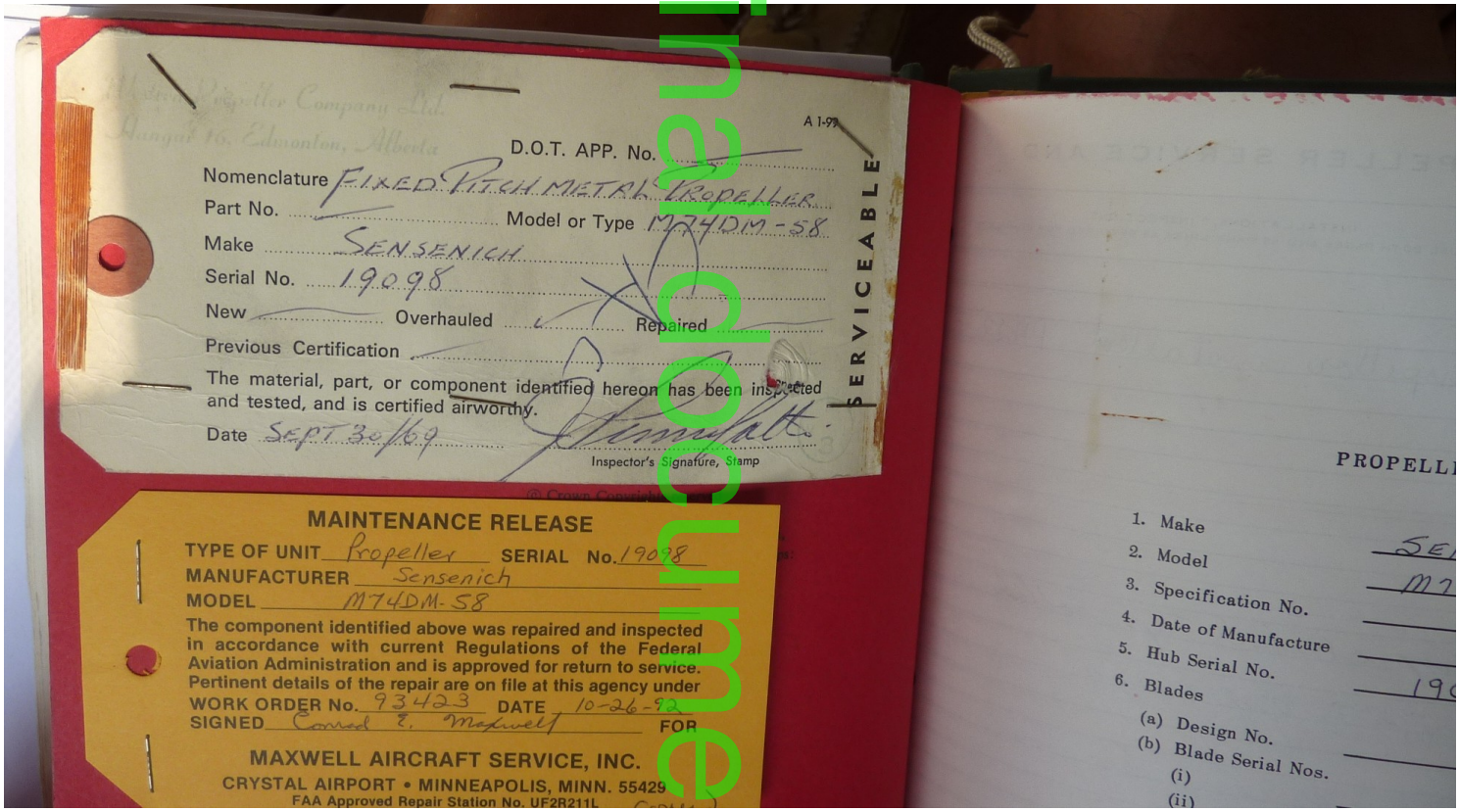
RECORD OF ENGINE &

DATE	ENGINE OR PROPELLER MAKE & MODEL	SERIAL NO.	POSITION	DATE INSTALLED	DATE REMOVED
4 Dec. 71	LYCOMING O-320	L-5765-27	SINGLE		
6 June 92	SENSENICH M74DM-8	19098	"		
Aug 10/91	Lycoming Engine	O 32	SFR	MD	L5765-27

PROPELLER IN

REMARKS - REASON FOR CHANGE

using mogas under
engin



A 1-91

D.O.T. APP. No.

Nomenclature FIXED PITCH METAL PROPELLER

Part No. Model or Type M74DM-58

Make SENSENICH

Serial No. 19098

New Overhauled Repaired

Previous Certification

The material, part, or component identified hereon has been inspected and tested, and is certified airworthy.

Date SEPT 30/69

Inspector's Signature, Stamp

SERVICEABLE

MAINTENANCE RELEASE

TYPE OF UNIT Propeller SERIAL No. 19098

MANUFACTURER Sensenich

MODEL M74DM-58

The component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under

WORK ORDER No. 93423 DATE 10-26-92

SIGNED Conrad E. Maxwell FOR

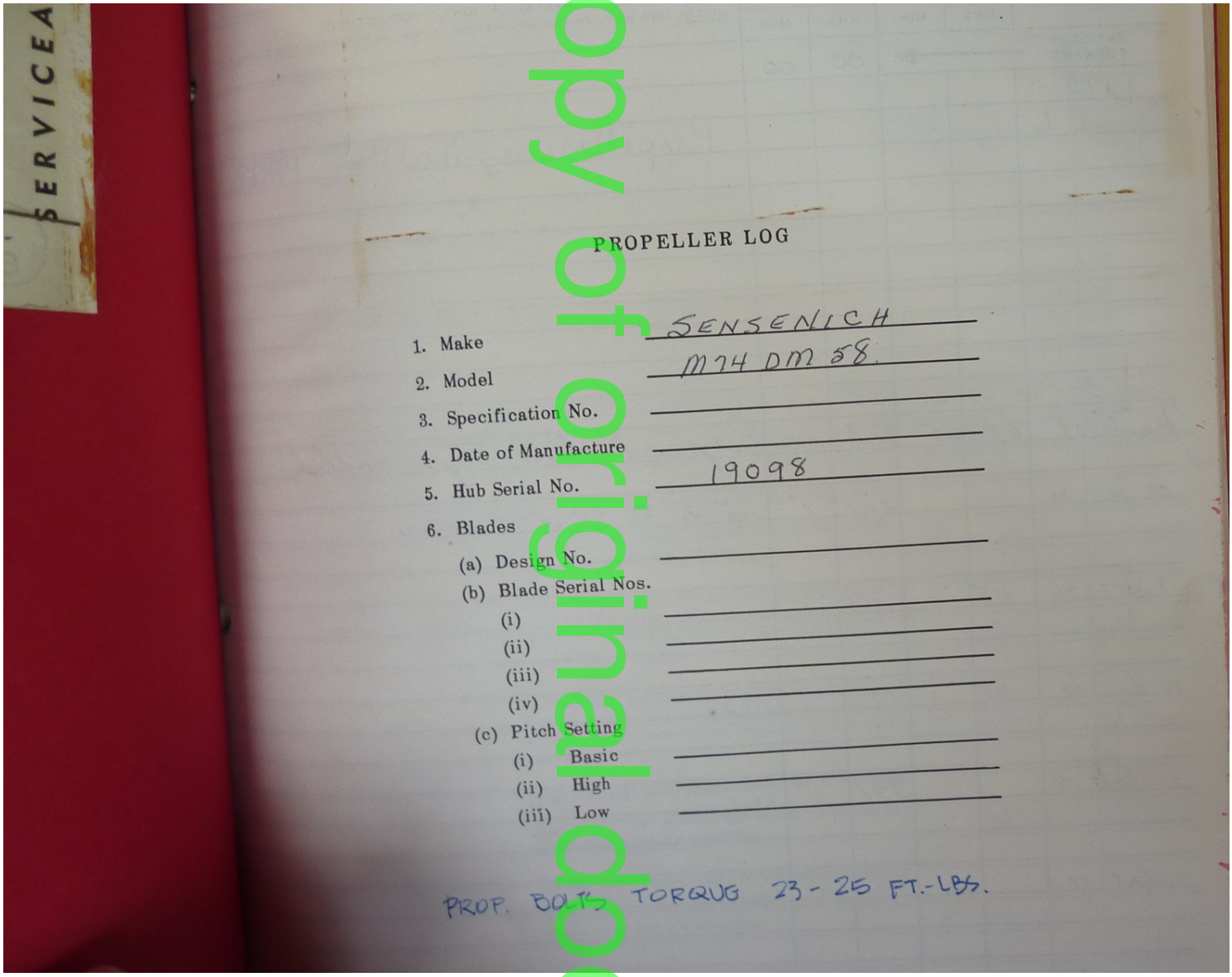
MAXWELL AIRCRAFT SERVICE, INC.

CRYSTAL AIRPORT • MINNEAPOLIS, MINN. 55429

FAA Approved Repair Station No. UF2R211L

PROPELL

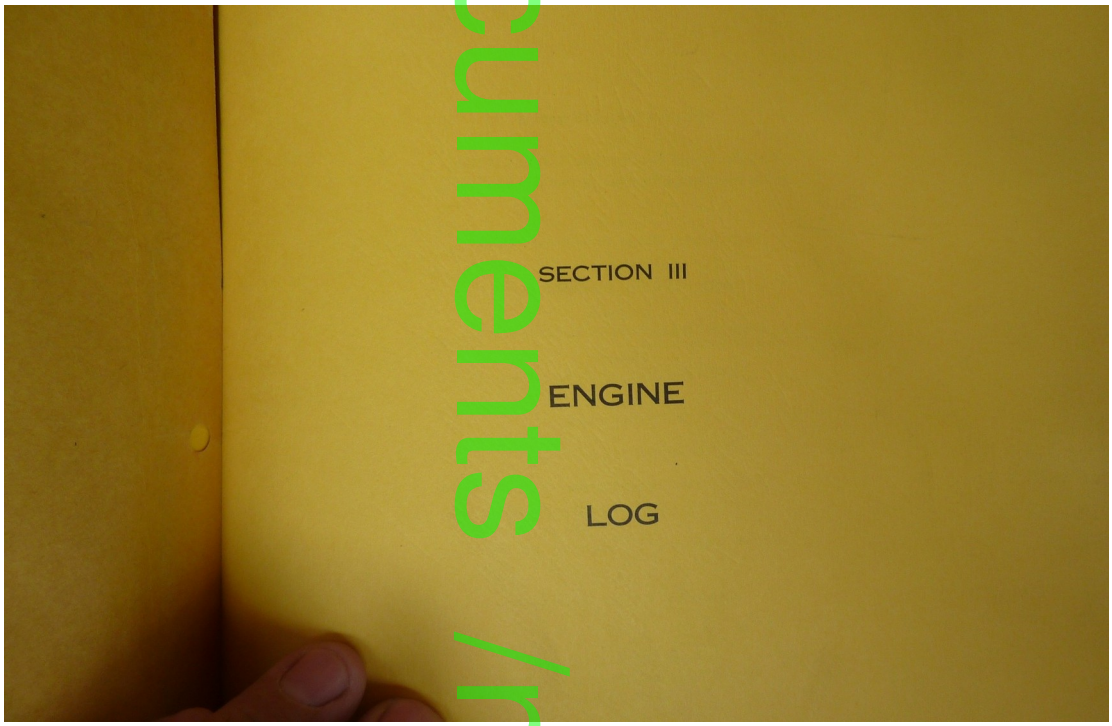
1. Make SE
2. Model M
3. Specification No.
4. Date of Manufacture
5. Hub Serial No. 19
6. Blades
   (a) Design No.
   (b) Blade Serial Nos.
      (i)
      (ii)



PROPELLER LOG

1. Make — SENSENICH
2. Model — M74 DM 58.
3. Specification No. —
4. Date of Manufacture —
5. Hub Serial No. — 19098
6. Blades
   (a) Design No. —
   (b) Blade Serial Nos.
      (i) —
      (ii) —
      (iii) —
      (iv) —
   (c) Pitch Setting
      (i) Basic —
      (ii) High —
      (iii) Low —

PROP. BOLTS TORQUE 23 - 25 FT.-LBS.



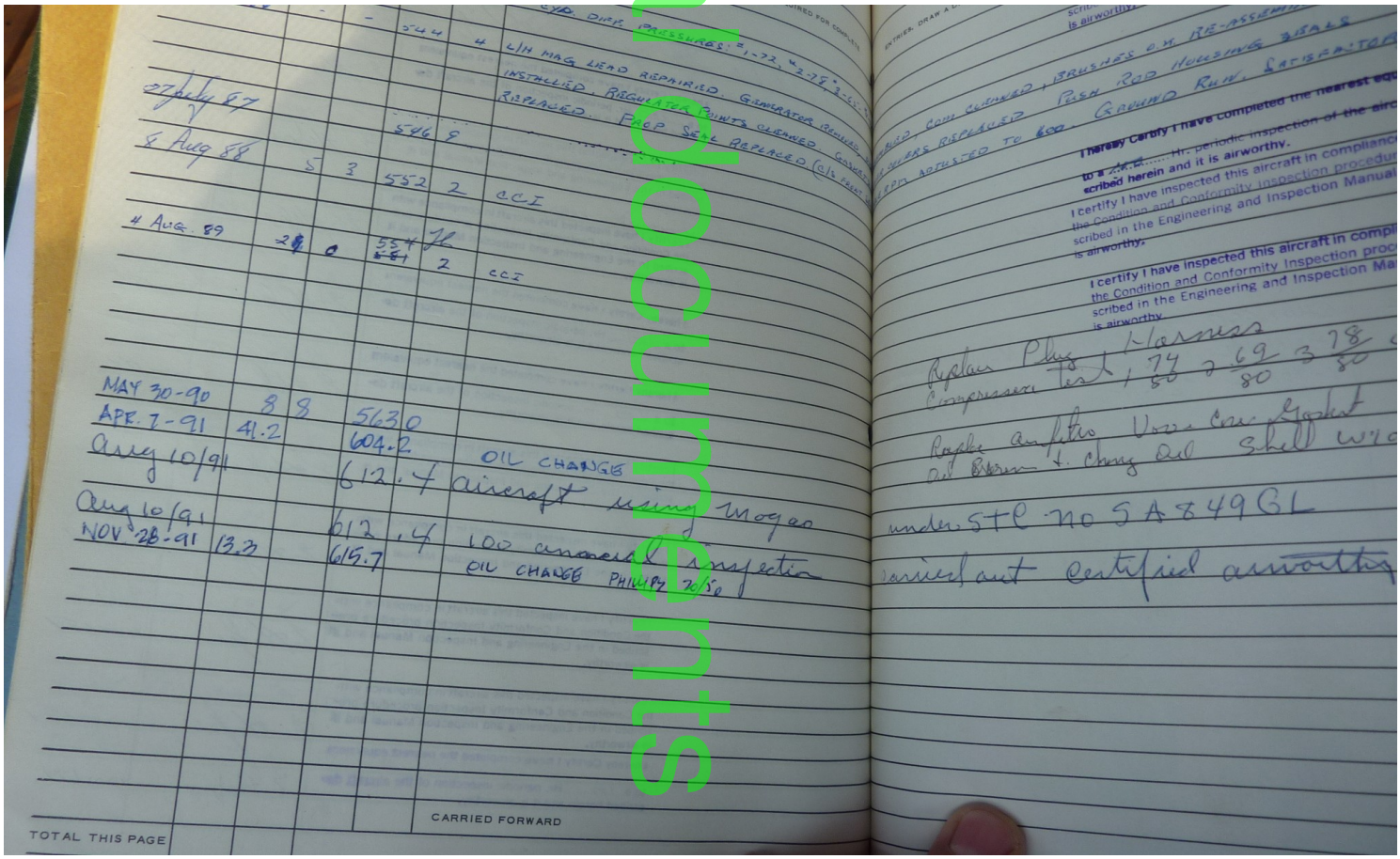
SECTION III

ENGINE

LOG

ENGINE LOG

1. Make — LYCOMING
2. Model — O-320
3. Specification —
4. Mfg. Serial No. — L-5765-27
5. Reduction Gear Ratio —
6. Date of Manufacture —



July 10/99		639.9	engine reinstalled
JULY 21-00		718.2	CHANGED TO OWNER MAINTENANCE
AUG. 4-00		718.2	ANNUAL INSPECTION
			#1-80/74 #2-80/75 #3-80/73 #4-80/77

UNIVERS...
UAE

...SAL AERO ENGINES LTD.
...NNIPEG, ST. ANDREWS, MANITO...
D.O.T. APPRO...

...VICE AND

INSPECTIONS,
LINES AS REQUIRED FOR COMPLETE

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS	SIGNATURE	LICENCE NUMBER
...ENTRIES, DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.		
...INE [redacted]/REPAIRED AND TESTED. IN ...ORDANCE WITH MANUFACTURERS SPECIFIC-...ONS COPIES OF MCD'S AND PARTS LIST ATT-...ED. CERTIFIED AIRWORTHY DATE MAY 3 1999 UNIVERSAL AERO ENG. LTD. UAE 871 81-91	[illegible]	M376750
[illegible] work completed by Universal engine AD 98-02-08 C/W new bolts installed & torqued certified airworthy under all work orders CATEGORY	A R Blair	M067591
	W. [illegible]	PA 36082
	W. [illegible]	

MANITOBA HYDRO

FROM OUR OFFICE AT

C - F Z N R

Recovered with-

Dacron Fabric - Style D - 101 A 3.7 oz. per. yd.

Finished with -

Stits Poly Fibre Aircraft Covering Process,

Poly -brush and Poly - spray

Painted with -

Stits Poly-tone, Wings and fuselage Juneau White # 110

Trim - Tenessee Red # 190

Miami Blue # 175

Registration changed from CF-ZNR to C-FZNR

E L T installed in baggage compartment.

PIPER AIRCRAFT CORPORATION

INSPECTION REPORT

THIS FORM MEETS REQUIREMENTS OF FAR PART 43

Make	Model	Serial No.	Registration No.
PIPER TRI-PACER AND CARIBBEAN	PA-22-125, PA-22-135, PA-22-150, PA-22-160	22-3388 x	F ZNR

Circle Type of Inspection (SEE NOTE 1, PAGE 3)
50 100 500 1000 (Annual)

Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).

Columns: DESCRIPTION | 50 | 100 | 500 | 1000 | Inspector

A. PROPELLER GROUP

1. Inspect spinner and black plate
2. Inspect blades for nicks and cracks
3. Check for grease and oil leaks
4. Lubricate propeller per lubrication chart.
5. Check spinner mounting brackets
6. Check propeller mounting bolts and safety (Check torque if safety is broken.)
7. Inspect hub parts for cracks and corrosion
8. Rotate blades of constant speed propeller and check for tightness in hub pilot tube
9. Remove constant speed propeller, remove sludge from propeller and crankshaft
10. Overhaul propeller

B. ENGINE GROUP

CAUTION: Ground Magneto Primary Circuit before working on engine.

1. Remove engine cowl
2. Clean and check cowling for cracks, distortion and loose or missing fasteners
3. Drain oil sump
4. Clean suction oil strainer at oil change (Check strainer for foreign particles.)
5. Clean pressure oil strainer (Check strained for foreign particles.)
6. Check oil temperature sender unit for leaks and security
7. Check oil lines and fittings for leaks, security, chafing, dents and cracks.
8. Clean and check oil radiator cooling fins for damage
9. Remove and flush oil radiator
10. Fill engine with oil per lubrication chart
11. Clean engine
12. Check condition of spark plugs (Clean and adjust gap as required, adjust per Lycoming Service Instruction No. 1042.)
13. Check ignition harness and insulators (High tension leakage and continuity.)
14. Check magneto points for proper clearance - Maintain clearance at 0.018 ±0.006
15. Check magneto for oil seal leakage
16. Check breaker felts for proper lubrication
17. Check distributor block for cracks, burned areas or corrosion, and height of contact springs
18. Check magnetos to engine timing
19. Overhaul or replace magnetos (SEE NOTE 2, PAGE 3)
20. Check valve clearance at 0.010 on O-290-D engine only (Adjust per Lycoming Service Instruction No. 1068)
21. Remove air filter and clean (Refer to Owner's Handbook.) (Replace as required.)
22. Drain carburetor and clean inlet line fuel strainer
23. Check condition of carburetor heat air door and box
24. Check intake seals for leaks and clamps for tightness
25. Remove, drain and clean fuel filter bowl and screen (Drain and clean at least every 90 days.)
26. Check condition of flexible fuel and primer lines
27. Replace flexible fuel lines (SEE NOTE 2)
28. Check fuel system for leaks
29. Check venturi or vacuum pump, lines and separator
30. Overhaul or replace vacuum pump (SEE NOTE 2)
31. Check throttle, carburetor heat, and mixture controls for travel and operating condition
32. Inspect exhaust stacks, connections and gaskets (Replace exhaust gaskets as required.)
33. Inspect muffler, heat exchanger and baffles (Refer to Piper Service Letter No. 324B.)
34. Check exhaust stack braces.
35. Check breather tube for obstructions and security
36. Check crankcase for cracks, leaks and security of seam bolts
37. Check engine mounts for cracks and loose mountings
38. Check all engine baffles for damage and security
39. Check rubber engine mount bushings for deterioration (Refer to Piper Service Letter No. 223.) (See Note 3.)
40. Check condition of firewall seals
41. Check condition and tension of generator drive belt
42. Check condition of generator and starter
43. Lubricate all controls
44. Complete overhaul of engine or replace with factory rebuilt (SEE NOTE 2)
45. Reinstall engine cowl

Owner:

230 201 710817

Continued on reverse side

Circle Type of Inspection (SEE NOTE 1, PAGE 3)
50 100 500 1000 Annual

DESCRIPTION	50	100	500	1000	Inspector
C. CABIN GROUP					
1. Inspect cabin entrance, doors, latches and windows for damage and operation					
2. Check all plexiglas for cracks					
3. Check upholstery for tears					
4. Check seats, seat belts, security brackets and bolts					
5. Check trim operation and adjustment					
6. Check rudder pedals					
7. Check control yoke, chain, pulleys and cables					
8. Check flap lever for operation, adjustment and safety					
9. Check controls for ease of operation					
10. Check battery, box and cables (Check at least every 30 days. Flush box as required and fill battery per instructions on box.)					
11. Check landing, navigation, cabin and instrument lights					
12. Check fuse box for burned out fuses					
13. Check instruments, lines and attachments					
14. Check gyro operated instruments and electric turn and bank (Overhaul or replace as required.)					
15. Replace filters on gyro horizon and directional gyro or replace central air filter					
16. Clean or replace vacuum regulator filter					
17. Check altimeter (Calibrate altimeter system in accordance with FAR 91.170, if appropriate.)					
18. Check operation of fuel selector valve (Refer to Piper Service Letter No. 351.)					
19. Remove, drain and clean right fuel tank filter bowl and screen (Drain and clean at least every 90 days.)					
20. Check condition of heater control and duct					
21. Check condition and operation of air vents					
D. FUSELAGE AND EMPENNAGE GROUP					
1. Remove inspection plates and panels					
2. Check fabric and finish for cracks and deterioration (If condition of fabric is doubtful, refer to CAM 18 or FAA AC 43.13-1. Use strip test method.)					
3. Inspect fuselage fabric in area of windshield top attachment channel (Refer to Piper Service Bulletin No. 174.)					
4. Check electronic installations for security					
5. Check antenna mounts and electric wiring for damaged insulation and security					
6. Check rotating beacon for security and operation					
7. Check fuel lines for security and damage					
8. Check rudder, elevator and stabilizer trim cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation					
9. Check fuselage longerons and stringers for damage					
10. Check rudder, stabilizer and elevator structures for damage					
11. Check rudder attachments and horn for damage					
12. Check rudder hinge pins and bushings for excess wear and corrosion (Replace pins and/or bushings as required.)					

Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).

DESCRIPTION	50	100	500	1000	Inspector
13. Check stabilizer yoke and screw for end play and security					
14. Check stabilizer attachments and attachment tube for side play					
15. Check stabilizer brace wires for corrosion, tightness and safety					
16. Check elevator attachment and horn for damage					
17. Check elevator hinge pins and bushings for excess wear and corrosion (Replace pins and/or bushings as required.)					
18. Lubricate per lubrication chart					
19. Reinstall inspection plates and panels					
E. WING GROUP					
1. Remove inspection plates and fairings					
2. Check fabric and finish for cracks, and deterioration (If condition of fabric is doubtful, refer to CAM 18 or FAA AC 43.13-1. Use strip test method.)					
3. Check fuel tanks and lines for damage, leaks and water, and seals for deterioration					
4. Fuel tanks marked for capacity					
5. Fuel tanks marked for minimum octane rating					
6. Check aileron and flap cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation					
7. Check wing attachment bolts for security					
8. Check lift and jury struts for security					
9. Inspect lift strut forks for damage (Refer to Piper Service Bulletin No. 157 and replace as required.)					
10. Check aileron, flap and wing structure for damage					
11. Check aileron attachments and brackets for tightness and damage					
12. Check aileron hinge pins and blocks for excess wear and corrosion (Replace pins and blocks as required.)					
13. Check flap attachments and brackets for tightness and damage					
14. Check flap bellcrank, control rod, and pins and blocks for excess wear and corrosion (Replace pins and blocks as required.)					
15. Lubricate per lubrication chart					
16. Reinstall inspection plates and fairings					
F. LANDING GEAR GROUP					
1. Remove fairings					
2. Check fabric and finish for cracks and deterioration					
3. Inspect gear and shock strut bolts and nuts for safety					
4. Hoist airplane, check gear and shock strut bolts and bushings for excess wear and corrosion (Replace bolts and/or bushings as required.)					
5. Inspect shock cords for broken threads and weakness, and shock struts for weakness (Replace cords and/or shock struts as necessary)					
6. Check main wheel alignment (0° Toe in - Toe out)					

Circle Type of Inspection (SEE NOTE 1, PAGE 3)
50 100 500 1000 Annual

DESCRIPTION	50	100	500	1000	Inspector
F. LANDING GEAR GROUP (cont)					
7. Check nose gear alignment, steering control and travel	○	○	✓	○	
8. Check shimmy dampener for alignment and operation	○	○	✓	○	
9. Check nose gear oleo strut for proper extension (3.5 in.) (Check for proper fluid level as required.)	○	○	✓	○	
10. Check nose gear oleo strut for fluid leaks and scoring	○	○	✓	○	
11. Check nose gear struts, attachments, torque links, and bolts and bushings for condition and security	○	○	✓	○	
12. Replace torque link and steering horn bolts and bushings	○	○	✓	○	
13. Check tires for cuts, uneven or excessive wear and slippage	○	○	✓	○	
14. Remove wheels, clean, check and repack bearings	○	○	✓	○	
15. Check wheels for cracks, corrosion and broken bolts	○	○	✓	○	
16. Check tire pressure (Nose-15 psi / Main-22 psi)	○	○	✓	○	
17. Check brake lining and disc for excessive wear	○	○	✓	○	
18. Check brake lines for chafing and security	○	○	✓	○	
19. Check brake cylinders, and parking valve for operation and leaks (Check fluid level as required.)	○	○	✓	○	
20. Lubricate per lubrication chart.	○	○	✓	○	
21. Reinstall fairings	○	○	✓	○	
G. FLOAT GROUP					
1. Check float attachment fittings					
2. Check floats for damage					
3. Check pulleys and cables					

Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).

DESCRIPTION	50	100	500	1000	Inspector
H. OPERATIONAL INSPECTION					
1. Check fuel tank selector	○	○	✓	○	
2. Check fuel quantity	○	○	✓	○	
3. Check oil pressure and temperature	○	○	✓	○	
4. Check generator output	○	○	✓	○	
5. Check carburetor heat	○	○	✓	○	
6. Check parking brake	○	○	✓	○	
7. Check vacuum gauge	○	○	✓	○	
8. Check gyros for noise and roughness	○	○	✓	○	
9. Check cabin heater operation	○	○	✓	○	
10. Check magneto switch operation.	○	○	✓	○	
11. Check magneto RPM variation	○	○	✓	○	
12. Check throttle and mixture operation	○	○	✓	○	
13. Check propeller smoothness	○	○	✓	○	
14. Check propeller governor action (constant speed)	○	○	✓	○	
15. Check electronic equipment operation	○	○	✓	○	
16. Check engine idle	○	○	✓	○	
I. GENERAL					
1. Aircraft conforms to FAA Specifications	○	○	✓	○	
2. All FAA Airworthiness Directives complied with	○	○	✓	○	
3. All Manufacturers Service Letters and Bulletins complied with	○	○	✓	○	
4. Check for proper Flight Manual.	○	○	✓	○	
5. Aircraft papers in proper order.	○	○	✓	○	

NOTES:

1. Both the annual and 100 hour inspections are complete inspections of the airplane - identical in scope. Inspections must be accomplished by persons authorized by FAA.
2. Replace or overhaul as required or at engine overhaul. (For engine overhaul, refer to Lycoming Service Instructions No. 1009.)
3. It is recommended that all engine mount rubber bushings be replaced every five hundred hours.

REMARKS:

Signature of Mechanic or Inspector	Certificate No.	Date	Total Time on Airplane
W. Bush		AUG. 4. 00	2916.1

13 DEPARTURE AERODROME / AÉRODROME DE DÉPART — CYAV

TIME / HEURE

10 EQUIPMENT / EQUIPEMENT — VG/C

WING AREA (TOTAL)	1475 SQ FT
AILERON AREA (TOTAL)	124 SQ FT
ELEVATOR AREA (TOTAL)	1400 SQ FT
STABILIZER AREA (TOTAL)	132 SQ FT
FIN AREA	46.6 SQ FT
RUDDER AREA	67.6 SQ FT
FLAP AREA (TOTAL)	95.6 SQ FT

AILERON TRAVEL	15°±2° UP, 15°±2° DOWN
RUDDER TRAVEL	16°±2° RIGHT, 16°±2° LEFT
ELEVATOR TRAVEL	24°±2° UP, 12°±2° DOWN
STABILIZER TRAVEL	1°±½° UP, 6°±1½° DOWN
FLAP TRAVEL	40°±2° DOWN

NOTES:
1. ELEVATOR TRAVEL IS RELATIVE TO HORIZONTAL REFERENCE LINE.
2. AILERON & FLAP TRAVEL IS RELATIVE TO TRAILING EDGE OF WING.
3. RUDDER TRAVEL IS RELATIVE TO E OF AIRPLANE.
4. STABILIZER TRAVEL IS RELATIVE TO HORIZONTAL REFERENCE LINE.
5. THIS DRAWING APPLICABLE TO MODEL PA-22 SERIAL NO. 22-807 & UP FOR AIRPLANES PRIOR TO SERIAL NO 22-807 SEE DRAWING 13080

6. RIGGING PROCEDURE
1. LEVEL AIRPLANE (LATERAL & LONGITUDINAL) (SEE FIG 1)
2. ADJUST FRONT STRUTS TO OBTAIN 2° DIHEDRAL AT FRONT SPARS
3. ADJUST REAR STRUTS TO OBTAIN - 2½° INCIDENCE OF WING AT OUTBOARD AILERON RIB

7. FOR SPECIAL WINTERIZATION CONVERSION:
1. INSTALL COVER 14078 OVER OIL RADIATOR IN NOSE COWL
2. INSTALL TAG 14090 IN COCKPIT (IN FULL VIEW OF PILOT)
3. INCLUDE WINTERIZATION SUPPLEMENT PIPER REPORT NO. 750 WITH AIRPLANE FLIGHT MANUAL

8. FOR EXTERIOR FINISH DETAILS SEE DWG 13969

TAIL SURFACES INST. 11825

FUSELAGE ASSEMBLY COMPLETE 13906

WING INST - 12558

IDENTIFICATION MARKING DETAILS - 12099

POWER PLANT 13776

LANDING GEAR INST - 12413

DEEP PLANE BOB FROM HOLE IN DOOR FRAME FOR CHANNEL TO INTERSECT PUNCH MARK IN FUSE. TAG C2093 TUBE

RIGHT DOOR OPENING

STATIC GROUND LINE

DOOR INCIDENCE OF

FAC LEVELING LIFT - 1 FT

SEP 29 1953

Wayne Richert
12018 South Hager
Olathe, Kansas 66062

13969	1	INTERIOR FINISH DETAILS
14090	1	TAG (SEE NOTE 7)
14078	1	COVER (SEE NOTE 7)
13906	1	FUSELAGE ASSY. COMPLETE
13776	1	POWER PLANT
13715	1	LANDING GEAR INSTALLATION
12558	1	WING INSTALLATION
12099	REF	IDENTIFICATION MARKING DETAILS
11825	1	TAIL SURFACES SYSTEM ASSY

Canadian Tire Store #447
1041 Manitoba Avenue
Selkirk MB R1A 3T7
Phone: 204-482-4400 Fax: 204-482-4726
e-mail: autoservice0447@mts.net

INVOICE
10044700018667 (Copy)

GST REG#: 868710286R
PST REG#: 044232-7

SOLD TO:
17904339.0447
W BIRCH
112-1100 HENDERSON HWY

WINNIPEG MB R2G 1L2

MOBILE :
BUSINESS:
EMAIL :

HOME: 204 661-1821
FAX :

COLOUR	VEHICLE DESCRIPTION	PLATE	UNIT#	TAG	ODO IN
					0
VIN	VEHICLE OPTIONS			ADV	ODO AUTH
				M01	0

TIME IN	PROMISED	TERMS	GST EXEMPT#	P.O.	ODO OUT
15:38		Cash			0

QTY	ITEM	DESCRIPTION	WARR	NET	EXT.PRICE
1	0102050	MOTOMASTER MM-U1 L&G.BAT MM-U1 L&G.BAT Battery S/N: 0121649 Core Exchange 0102050 MOTOMASTER MM-U1 L&G.BAT MM-U1 L&G.BAT --serial#: 10044700018667-01	M1	REG $:7 54.99 OPERATOR #: 0123 $ ZZ 10/05/2015 14:41 REG $ 7	54.99 Included
-1	XCORE				

Thank you for having your vehicle serviced at Canadian Tire Selkirk. If your tire's were removed during your visit, please return for a curtosy wheel retorque within 100km or 3 day's.

--PARTS ORDER #:10044700018667--
1X01020504 $ 74.99
TRADE-IN $ -20.00
--END OF ORDER #:10044700018667--

SUBTOTAL	$	54.99
GST 5%	$	2.75
RST 8%	$	4.40
TOTAL	$	62.14
CTM earned on	$	54.99
CASH TEND	$	65.20
CASH TND RNDING	$	-0.01
CHANGE	$	3.05
BASE CT MONEY	$	0.25

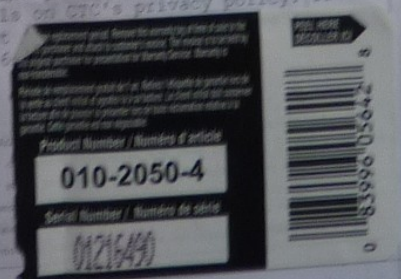
*** Warranty Code Legend ***

M1: See Service Manager for details

*** Global Warranty Message ***

Warranties applicable only when product is installed at a Canadian Tire Automotive Service Centre, otherwise warranties may vary. Warranty not available for commercial use. A minimum labour warranty of 100 days / 5500 km applies to parts installed unless otherwise stated above. Parts Warranty starts on the completion date shown on the customer invoice.

PRIVACY TERMS
Canadian Tire Corporation, Limited, its affiliates, Associate Dealers, and service providers ("CTC" or "our") collect and use the personal information provided by you to fulfill this contract. CTC may also collect and use your information to administer the delivery of and market warranties, products, services, and loyalty programs to you, and to analyze your relationship with us. Please visit www.canadiantire.ca for details on CTC's privacy policy. If you do not wish for your information to be kept, please contact CTC's Corporate Customer Relations at 1-866-[illegible] or https://www.ctfs.com/ContactUs/.



INVOICE TO:

I hereby authorize you and your employees to carry out the repair work described above and to purchase on my account any parts and materials necessary to carry out the repair work subject to the estimate described above. I hereby authorize you and your employees to operate the vehicle listed above in connection with the repair work, including operation for the purposes of testing, inspection or delivery. I HEREBY RELEASE AND FOREVER DISCHARGE YOU AND EACH OF YOUR EMPLOYEES FROM ANY LOSSES I MAY SUFFER RELATING TO DAMAGE TO OR LOSS OF MY VEHICLE AND/OR ANY ITEMS CONTAINED THEREIN THAT ARE CAUSED BY CIRCUMSTANCES BEYOND YOUR CONTROL. I acknowledge that, upon the completion of the repair work authorized hereby, you will have a lien pursuant to applicable repair and storage lien legislation and that you may register that lien and seize, at your discretion and at my sole cost and expense, the vehicle for non-payment of any invoice issued for such repair work. By signing below I acknowledge and agree to the terms and conditions above and to those printed on the reverse side of this form.

Customer Signature: _____

PARTS:	
LABOUR:	
OTHER:	
SUB-TOTAL:	
GST/HST:	
PST:	
TOTAL:	Cont'd

CANAD[illegible]E
SELKIRK #447
204-482-8473
PRICE ADJ MAY BE PERMITTED WITHIN 7 DAYS
SEE BACK OF RECEIPT FOR RETURN INFO.
GST # 868 710 286
REG #:7 10/05/2015 14:41:22 TRANS #:22
OPERATOR #: 0123 Float: 001

==PARTS ORDER #:10044700018667==

010-2050-4	MOTOMASTER MM-U	$	74.99
	TRADE-IN	$	-20.00

==END OF ORDER #:10044700018667==

SUBTOTAL	$	54.99
GST 5%	$	2.75
RST 8%	$	4.40
T O T A L	$	62.14
CASH TEND.	$	65.20
CHANGE	$	3.05
BASE CT MONEY	$	0.25

Register for a My CT 'Money' account.
Collect e-CT 'Money' to redeem at
Canadian Tire. Visit us online at
canadiantire.ca or download the
Canadian Tire Mobile App.

Visit canadiantire.ca or download the
Canadian Tire Mobile App today!

At Canadian Tire, We Care!
Tell us how we did today. You could win
a $1000 Canadian Tire Gift Card! Submit
a survey at: www.tellcdntire.com OR via
telephone: 1-888-431-5595. No purchase
necessary. Contest ends 12-31-15. Open
to legal residents of Canada, age of
majority or older. Math skill-test
required. Odds of winning depend on #
of entries received. Conditions apply.
For contest rules visit website.

0002-7041-24500-11234

00447151005401230000000010022

UNIVERSAL AERO ENGINES LTD.
10 Prairie Place, St. Andrews, Manitoba R1A 3P1
Phone: (204) 339-4078 Fax: (204) 339-2230

PARTS INSTALLED WO# 3287

Owner: Wally Birch
Date: September 17, 2010
Make: Lycoming
Model: 0-320
Serial #: L-5765-27X

QTY	PART#	DESCRIPTION	QTY	PART#	DESCRIPTION
1	05K22720	Camshaft Kit (LW-18840)		Cylinder #2 Serial #	A0402108
	Camshaft Serial #	7458		Cylinder #3 Serial #	A0781101
4	05K21422A	Cylinder Assy. (16B21508)		Cylinder #4 Serial #	A0402103
	Cylinder #1 Serial #	A0401013			
1	D220A2B	Accessory Case	8	AEL12186	Nut, Con-Rod
2	10-81806	Bearing, Ball, Drive End	3	STD-2249	Nut, Crankcase, Slotted Shear
2	2-202	Bearing, Ball, Top	2	10-90751-18	Pin, Cotter
8	18W19388-M03	Bearing, Con-Rod	4	LW-4078	Pin, Piston
2	18A26093 M010	Bearing, Front Main	4	75413	Piston
4	18D26100 M010	Bearing, Main (Thin Wall)	8	72198	Plug, Piston Pin, Brass
8	15B26064	Body, Hydraulic Tappet	1	SL-STD-1211	Plug, Crankshaft
8	SL-78027	Bolt, Con-Rod	8	15B26066	Plunger, Hydraulic Tappet
1	STD-2246	Bolt, Crankshaft Gear	1	AEL73414	Pushrod
2	10-180844	Brush, Carbon	4	15F19957-14	Pushrod
4	SL-[illegible]	Bushing, Rocker Arm	4	14H21950	Ring, Piston
4	SL-[illegible]	Bushing, Rocker Arm	8	[illegible]	Ring, Piston
8	SL-[illegible]	Button, Thrust, Rocker Shaft	2	MS16624-1057	Ring, Retaining
4	17C19386	Cap, Exhaust Rotator	2	SA-[illegible]	Screw, grub
2	10-51676	Capacitor	24	SL-STD-1925	Screw, Rocker Cover
1	AV286-34	Carb Quick Kit	2	10-391213	Screw, W/Lock Washer
2	10-357174	Contact Point	2	10-357582	Seal, Oil
1	ME0015	Data Plate, Carburetor	4	AEL13790	Shaft, Rocker Arm
2	ME0014	Data Plate, Magneto	2	10-51678	Slinger, Oil
1	666-1000-F	Float Kit, Small MA	8	15B21319	Socket, Hydraulic Tappet
1	SL-68871-1	Gasket Set, Major O/H	1	10-51324	Spring, Impulse Coupling
4	SL-SD-1196	Hose, Intake Pipe	2	10-163374	Strip, Felt
4	SL-STD-1821	Hose, Oil Drain Line	4	71577	Tube, Sludge
40	SL-STD-1411	Nut, 1/4-18	2	STD-1227	Washer, Copper
24	SL-STD-1410	Nut, 5/16-18	2	10-50752	Washer, Felt

E-mail: info@universalaeroengines.com
Web-site: universalaeroengines.com

Form# UAE-25 R0 03/15/2010

AMD 91-91
UNIVERSAL
AERO ENGINES LTD.
10 Prairie Place, St. Andrews, Manitoba,R1A 3P1
Phone: (204) 339-4078; Fax: (204) 338-2230

ACCESSORY DATA WO#3287

Owner: Wally Birch
Date: September 17, 2010
Make: Lycoming
Model: 0-320
Serial #: L-5765-27X

Description	Make	Model / Part #	Serial #
Camshaft	Lycoming	LW-18840	7458
Carburetor	Marvel-Shebler	MA-4SPA / 10-36781-1	3980506
Crankcase	Lycoming	0-320 (ND)	None Found
Crankshaft	Lycoming	None Found	None Found
Cylinder #1	Lycoming	16B21508	A0401013
Cylinder #2	Lycoming	16B21508	A042108
Cylinder #3	Lycoming	16B21508	A078101
Cylinder #4	Lycoming	16B21508	A042103
Magneto Right	Bendix	S4LN-20 / 10-51360-29	3249
Magneto Left	Bendix	S4LN-21 / 10-51360-37	846167
Vacuum Pump	PESCO	3P194F	B7979M

E-mail: info@universalaeroengines.com
Web-Site: www.universalaeroengines.com

AMO 21-01

UNIVERSAL AERO ENGINES LTD.

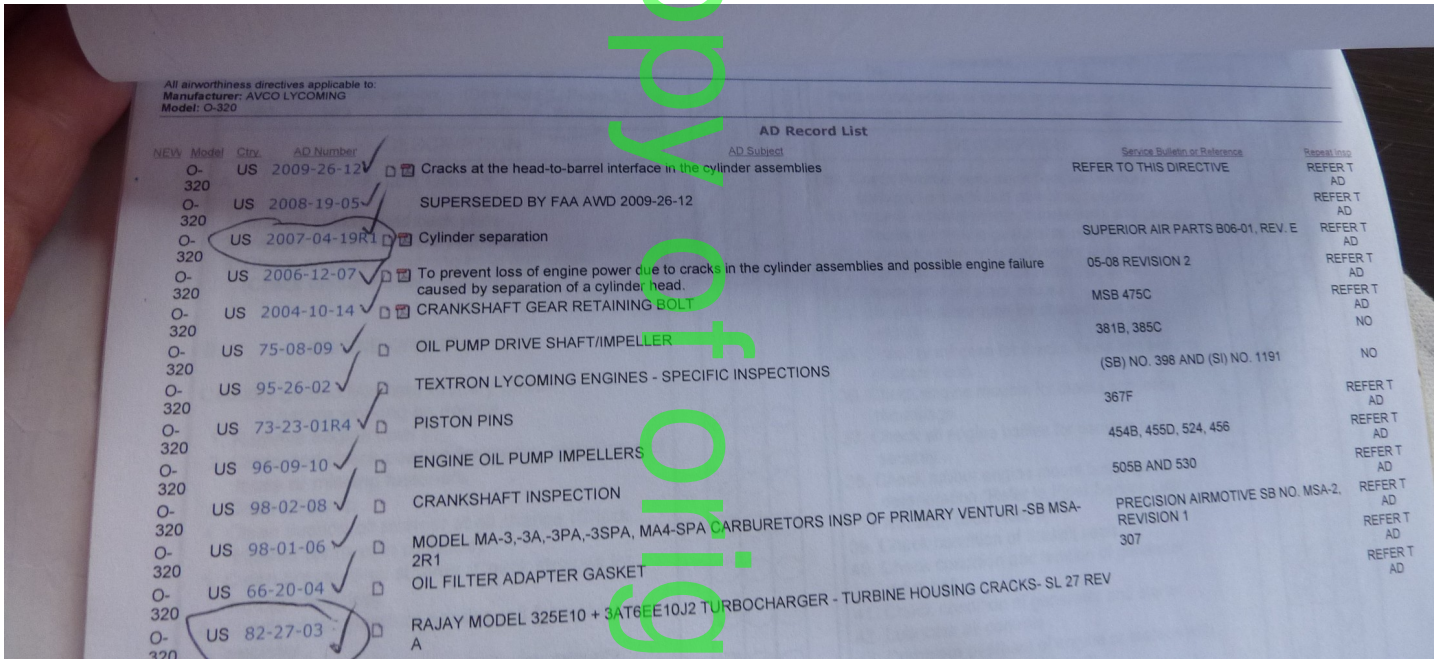
AD Notes Compliance Record WO#3287

AD#	Applicable S.B.# & Subject	Date & Hours@ Comp	Method of Compliance	One time	Recurring	Next Comp.@ Hrs/Date	Authorized Signature &Number
55-02-02	Drive adaptor gasket		Embodied	X			UAE-2
59-10-07	Cylinder baffle clamps		Found Embodied	X			UAE-2
63-22-03	Marvel Schebler carburetors		Found Embodied	X			UAE-2
63-23-02	Exhaust valve stem		N/A Has 1/2 inch Exhaust Valve & N/A by Camshaft Part #		X		UAE-2
64-16-05	Oil seal failure		N/A No Fuel Pump Installed	X			UAE-2
66-20-04	Oil filter adapter gasket		N/A by Casper Labs Inc. STC#01930NY	X			UAE-2
69-24-03	Marvel Schebler carburetors		N/A by Carburetor Serial #	X			UAE-2
72-06-05 R2	Marvel Schebler carburetors		N/A by Throttle Arm Part #	X			UAE-2
73-07-04	Bendix Magnetos		Superseded by 94-01-03 R2				UAE-2
73-23-01	Piston pin failures		N/A by Piston Pin Part #	X			UAE-2
74-26-09	Bendix Magnetos		(L/H) Found Embodied-(R/H) N/A by Magneto Model #	X			UAE-2
75-08-09	Oil pump		Found Embodied	X			UAE-2
78-09-07 R3	Bendix Magnetos		Superseded by 96-12-07				UAE-2
81-18-04 R2	Oil pump		Superseded by 96-09-10				UAE-2
82-20-01	Bendix Magnetos		N/A- By Coupling Part#, Snap Ring Type Installed	X			UAE-2
82-27-03	Rajay Model 325E10 + 3AT6EE10J2 Turbucharger - Turbine Housing Cracks - SL 27, Rev. A		N/A No Turbocharger Installed		X		UAE-2
87-10-06 R1	Rocker arm assemblies		N/A by Rockerarm Part #'s	X			UAE-2
89-04-02	Facet carburetors		N/A by Carburetor Model #	X			UAE-2
90-04-06 R1	Prop governor oil line		N/A Has Fixed Pitch Propeller	X			UAE-2
91-14-22	Crankshaft gear retaining bolt		Superseded by 2004-10-14				UAE-2
92-12-05	Piston pin failure		N/A by Piston Pin Part #	X			UAE-2
93-05-21	AC, Textron, Rajay fuel pumps		Superseded by 93-11-11				UAE-2
93-11-11	AC, Textron, Rajay fuel pumps		N/A no Fuel Pump Installed	X			UAE-2
93-18-03	Precision carburetors		Superseded by 98-01-06				UAE-2
93-19-04	Precision carburetors		N/A Carburetor Has Blue Epoxy Float	X			UAE-2
94-01-03 R2	Teledyne/Bendix magnetos		Found Embodied	X			UAE-2
94-06-09	Teledyne/Bendix magnetos		N/A by Capacitor Part #	X			UAE-2
94-14-13	Low octane detonation		Superseded by 95-26-02				UAE-2
95-26-02	Low octane detonation		N/A by Engine Overhaul Date	X			UAE-2
96-09-10	Oil pumps		Found Embodied	X			UAE-2
96-12-07	Prevent magneto failure and subsequent engine failure		Superseded by 2005-12-06				UAE-2
97-01-03	Piston pin		Superseded by 97-15-11				UAE-2
97-15-11	Piston pin		N/A by Piston Pin Part #	X			UAE-2
98-01-06	Precision carburetors		Found Embodied		X		UAE-2
98-02-08	Crankshaft corrosion		PID'ed		X		UAE-2
98-17-11	Crankshafts		N/A by Engine Overhaul Date	X			UAE-2
2004-10-14	CORRECTION - Prevent loosening or failure of the crankshaft gear retaining bolt		Embodied		X		UAE-2
2005-12-06	Prevent failure of the magneto impulse coupling assembly		Embodied L/H Magneto X-Values= 39 & 39 R/H Magneto N/A by Magneto Model #		X		UAE-2
2005-26-10	To prevent loss of engine power due to cracks in the cylinder assemblies		Superseded by 2006-12-07				UAE-2
2006-12-07	To prevent loss of engine power due to cracks in the cylinder assemblies		N/A by Cylinder Manufacturer	X			UAE-2
007-04-19 R1	Cylinder separation		N/A by Cylinder Manufacturer		X		UAE-2
2008-19-05	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies and possible engine failure caused by separation of a cylinder head		Superseded by 2009-26-12				UAE-2
2009-26-12	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure caused by separation of a cylinder head		N/A by Cylinder Manufacturer		X		UAE-2

Engine,Textron Lycoming,O-320 - 26 ADs.
Appliance,Carburetors,MA-4 - 7 ADs.
Appliance,Magnetos,TCM (formerly Bendix) S-20 series - 8 ADs.

*=Recurring AD %=Superseded AD

- 55-02-02 - Drive adaptor gasket
- 59-10-07 - Cylinder baffle clamps
- 63-22-03 - Marvel Schebler carburetors
- **63-23-02 - Exhaust valve stem ***
- 64-16-05 - Oil seal failure
- 66-20-04 - Oil filter adaptor gasket
- 69-24-03 - Marvel Schebler carburetors
- 72-06-05 R2 - Marvel Schebler carburetors
- *73-07-04 - Bendix Magnetos (Superseded by 94-01-03 R2) %*
- 73-23-01 - Piston pin failures
- 74-26-09 - Bendix magnetos
- 75-08-09 - Oil pump
- *78-09-07 R3 - Bendix magnetos (Superseded by 96-12-07) % **
- *81-18-04 R2 - Oil pump (Superseded by 96-09-10) %*
- 82-20-01 - Bendix magnetos
- 87-10-06 R1 - Rocker arm assemblies
- 89-04-02 - Facet carburetors
- 90-04-06 R1 - Prop governor oil line
- *91-14-22 - Crankshaft gear retaining bolt (Superseded by 2004-10-14) %*
- 92-12-05 - Piston pin failure
- *93-05-21 - AC, Textron, Rajay fuel pumps (Superseded by 93-11-11) %*
- 93-11-11 - AC, Textron, Rajay fuel pumps
- *93-18-03 - Precision carburetors (Superseded by 98-01-06) %*
- 93-19-04 - Precision carburetors
- 94-01-03 R2 - Teledyne/Bendix magnetos
- 94-06-09 - Teledyne/Bendix magnetos
- *94-14-13 - Low octane detonation (Superseded by 95-26-02) %*
- 95-26-02 - Low octane detonation
- 96-09-10 - Oil Pumps
- *96-12-07 - Prevent magneto failure and subsequent engine failure (Superseded by 2005-12-06) % **
- *97-01-03 - Piston pin (Superseded by 97-15-11) %*
- 97-15-11 - Piston pin
- **98-01-06 - Precision carburetors ***
- **98-02-08 - Crankshaft corrosion ***
- 98-17-11 - Crankshafts
- **2004-10-14 - CORRECTION - Prevent loosening or failure of the crankshaft gear retaining bolt ***
- **2005-12-06 - Prevent failure of the magneto impulse coupling assembly ***
- *2005-26-10 - To prevent loss of engine power due to cracks in the cylinder assemblies (Superseded by 2006-12-07) %*
- 2006-12-07 - To prevent loss of engine power due to cracks in the cylinder assemblies
- *2008-19-05 - To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies and possible engine by separation of a cylinder head (Superseded by 2009-26-12) % **
- **2009-26-12 - To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure caused by a cylinder head ***



All airworthiness directives applicable to:
Manufacturer: AVCO LYCOMING
Model: O-320

AD Record List

NEW	Model	Ctry	AD Number	AD Subject	Service Bulletin or Reference	Repeat Insp
	O-320	US	2009-26-12	Cracks at the head-to-barrel interface in the cylinder assemblies	REFER TO THIS DIRECTIVE	REFER T AD
	O-320	US	2008-19-05	SUPERSEDED BY FAA AWD 2009-26-12		REFER T AD
	O-320	US	2007-04-19R1	Cylinder separation	SUPERIOR AIR PARTS B06-01, REV. E	REFER T AD
	O-320	US	2006-12-07	To prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.	05-08 REVISION 2	REFER T AD
	O-320	US	2004-10-14	CRANKSHAFT GEAR RETAINING BOLT	MSB 475C	REFER T AD
	O-320	US	75-08-09	OIL PUMP DRIVE SHAFT/IMPELLER	381B, 385C	NO
	O-320	US	95-26-02	TEXTRON LYCOMING ENGINES - SPECIFIC INSPECTIONS	(SB) NO. 398 AND (SI) NO. 1191	NO
	O-320	US	73-23-01R4	PISTON PINS	367F	REFER T AD
	O-320	US	96-09-10	ENGINE OIL PUMP IMPELLERS	454B, 455D, 524, 456	REFER T AD
	O-320	US	98-02-08	CRANKSHAFT INSPECTION	505B AND 530	REFER T AD
	O-320	US	98-01-06	MODEL MA-3,-3A,-3PA,-3SPA, MA4-SPA CARBURETORS INSP OF PRIMARY VENTURI -SB MSA-2R1	PRECISION AIRMOTIVE SB NO. MSA-2, REVISION 1	REFER T AD
	O-320	US	66-20-04	OIL FILTER ADAPTER GASKET	307	REFER T AD
	O-320	US	82-27-03	RAJAY MODEL 325E10 + 3AT6EE10J2 TURBOCHARGER - TURBINE HOUSING CRACKS- SL 27 REV A		REFER T AD

AIRCRAFT WEIGHT AND BALANCE REPORT

Aircraft over 3000 lbs. gross weight must be re-weighed every five years. All aircraft must be re-weighed immediately when alterations have resulted in an estimated 2% change in the empty weight either from a single change or an accumulation of changes.

1. AIRCRAFT IDENTIFICATION

Manufacturer: Piper Aircraft Corp.
Model: PA-22-150
Serial Number: 22-3388
Registration: C-FZNR
Name of Operator: Wallace Birch
Address: Box 13 Grp 341 RR 3
Winnipeg MB R3C 2E7

2. PERMISSABLE LIMITS: (from A/C Specs)

	Gross Weight	CofG Limits
Wheels:	2000 lbs	+17.5" to +23"
	1800 lbs	+12.0" to +23"
	1400 lbs or less	+ 9.5" to +23"

3. WEIGHING DATA: Aircraft should be weighed with all required, optional or special equipment installed, full hydraulic and de-icing fluid and residual fuel and oil. If aircraft is not weighed empty, use space below to delete items installed but not included in empty weight, or to add items which are installed, but which should be included in the empty weight.

Oil included: 4.7L (5 USqts.) = 9.2 lb
Datum Location: Wing Leading Edge
Type of Scales used: Platform Aircraft weighed on wheels with fairings

If aircraft is weighed on skis or floats, list the applicable installation drawings below:
Installation Drawings: _____

	Gross Wt	Tare Wt	Net Wt	Arm	Moment
Left Scale	400	0	400	31.5	12600.0
Right Scale	416	0	416	31.5	13104.0
Front Scale	348	0	348	-36.0	-12528.0

Empty Weight: 1164 lbs Total Moment: 13176 in/lb

Empty weight center of gravity = $\frac{\text{Total Moment}}{\text{Empty Weight}}$ = 11.32 ins

Note: If center of gravity is outside of permissable limits, additional calculations should be included on a separate page to show that the center of gravity of the aircraft , when loaded in the most critical configuration can be brought within permissable limits. If fixed ballast is required to bring the center of gravity within limits this ballast should be included in the equipment list.

"I certfy that this data has been prepared in accordance with the provisions of the Engineering and Inspection Manual and to the best of my knowledge represents the true empty weight and center of gravity of this aircraft."

Weighed at: CYAV Date: JUNE 12-08

W. F. Black PA36082
Signature and License Number of AME

Flight Load Factors Max. Positive Max. Negative	3.8 No Inverted Maneuvers Approved
Airplane Loading	Max. Wgt. (Take-Off and Landing) 2000 Pounds
C. G. Range	(Aft Wing Leading Edge) (+17.5") to (+23.0") at 2000 lbs. (+12.0") to (+23.0") at 1800 lbs. (+9.5") to (+23.0") at 1400 lbs. or less
Maximum Baggage Allowed	100 Pounds Note: It is the responsibility of the airplane owner and the Pilot to insure that the airplane is properly loaded. (See Weight and Balance.
Placards:	(a) On the instrument panel in full view of the Pilot: (1) "Operate in Normal Category in compliance with the Approved Flight Manual. Acrobatics (including spins) prohibited." (b) On the Baggage Compartment: (1) "Maximum Baggage 100 Pounds."
Maneuvers	(a) No acrobatic maneuvers approved for Normal Category Operation.
Airspeed Instrument Markings And Their Significance	(a) Radial Red line marks the never exceed speed which is the maximum safe airspeed 170 MPH. (148 Knots) (b) Yellow Arc on indicator denotes range of speed in which operations should be conducted with caution and only in smooth air 135 to 170 MPH (117.0 to 148.0 Knots) (c) Green Arc denotes normal operating speed range 53 to 135 MPH (39 to 117 Knots) (d) White Arc denotes normal operating speed range with flaps extended 49 to 95 MPH (43 to 82 Knots)

JOE SKAVINSKI, DATE
WGM051818

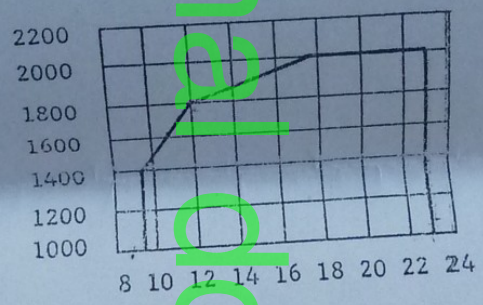
OPERATION LIMITATON

Model PA-22-150, Serial No. 22-2624, 4 PCLM (Normal Category), Approved September 3, 1954.

ENGINE	Lycoming O-320-A2B
FUEL	80/87 Minimum grade aviation gasoline
ENGINE LIMITS	For all operations, 2700 r.p.m. (150 hp.)
AIRSPEED LIMITS (CAS)	V_{ne} (never exceed) 170 m.p.h. (148 knots)
	V_{no} (max. structural cruising) 135 m.p.h. (117 knots)
	V_p (maneuvering) 112 m.p.h. (97 knots)
	V_{fe} (flaps extended) 95 m.p.h. (82 knots)

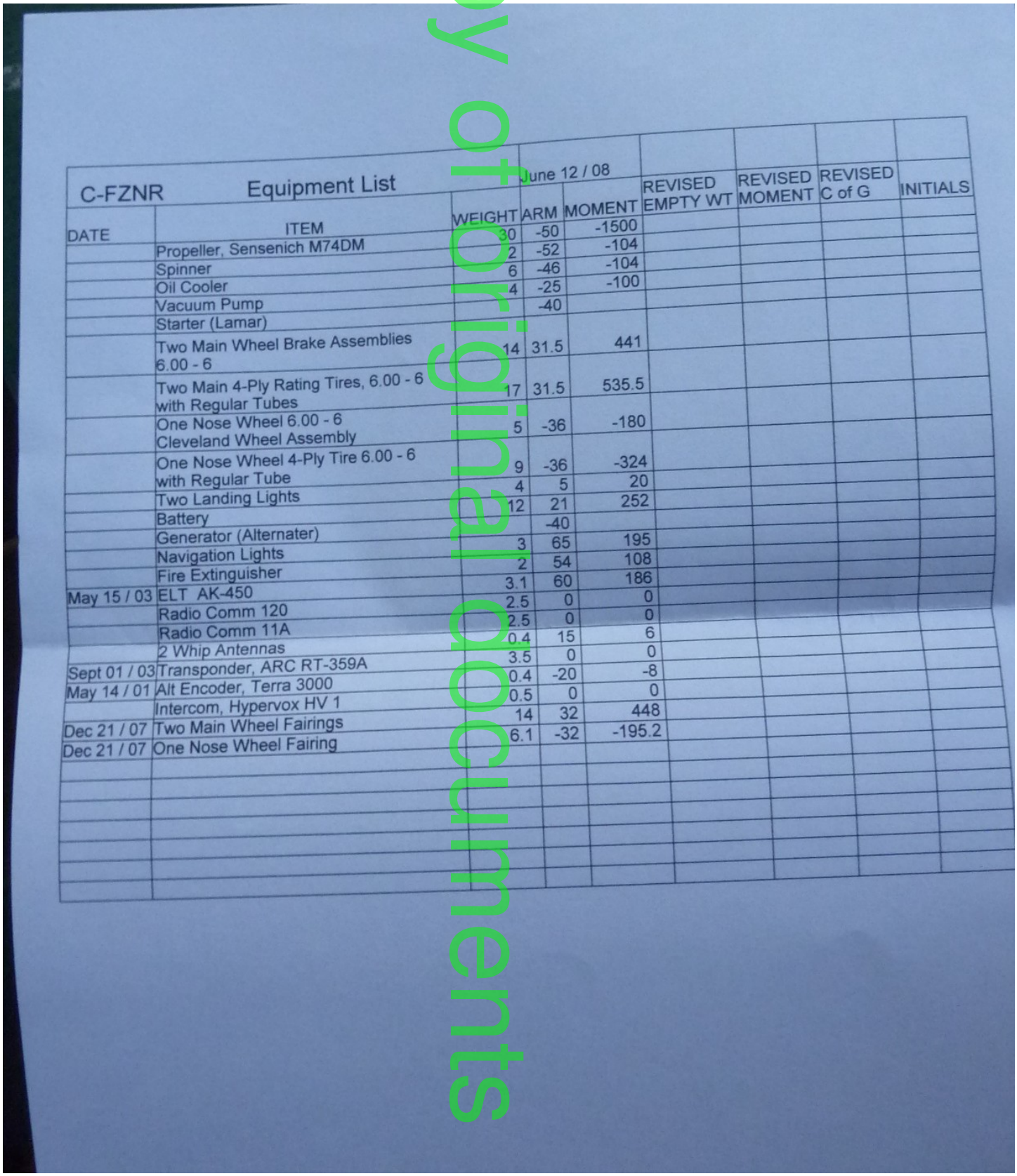
C. G. range

Normal: (+17.5) to (+23.0) at 2000 lb.
(+12.0) to (+23.0) at 1800 lb.
(+ 9.5) to (+23.0) at 1400 lb. or less



EMPTY WEIGHT	Normal: 1136 lb.		
MAXIMUM WEIGHT	Normal: 2000 lb.		
NO. SEATS	4 (2 at +21, and 2 at +49).		
MAXIMUM BAGGAGE	100 lb. (+67)		
FUEL CAPACITY	36 gal. (2 Wing tanks at +24) (216 lb)		
OIL CAPACITY	2 gal. (-29) (15 lb)		
CONTROL SURFACE MOVEMENTS	Stabilizer	1° Up	6 1/2° Down
	Elevator	24° Up	12° Down
	Aileron	15° Up	15° Down
	Rudder	16° Right	16° Left
	Flap	40° Down	

JOE SKAVINSKI, DATE .....
WGM051818 .....



C-FZNR Equipment List — June 12 / 08

DATE	ITEM	WEIGHT	ARM	MOMENT	REVISED EMPTY WT	REVISED MOMENT	REVISED C of G	INITIALS
	Propeller, Sensenich M74DM	30	-50	-1500				
	Spinner	2	-52	-104				
	Oil Cooler	6	-46	-104				
	Vacuum Pump	4	-25	-100				
	Starter (Lamar)		-40					
	Two Main Wheel Brake Assemblies 6.00 - 6	14	31.5	441				
	Two Main 4-Ply Rating Tires, 6.00 - 6 with Regular Tubes	17	31.5	535.5				
	One Nose Wheel 6.00 - 6 Cleveland Wheel Assembly	5	-36	-180				
	One Nose Wheel 4-Ply Tire 6.00 - 6 with Regular Tube	9	-36	-324				
	Two Landing Lights	4	5	20				
	Battery	12	21	252				
	Generator (Alternater)		-40					
	Navigation Lights	3	65	195				
	Fire Extinguisher	2	54	108				
May 15 / 03	ELT AK-450	3.1	60	186				
	Radio Comm 120	2.5	0	0				
	Radio Comm 11A	2.5	0	0				
	2 Whip Antennas	0.4	15	6				
Sept 01 / 03	Transponder, ARC RT-359A	3.5	0	0				
May 14 / 01	Alt Encoder, Terra 3000	0.4	-20	-8				
	Intercom, Hypervox HV 1	0.5	0	0				
Dec 21 / 07	Two Main Wheel Fairings	14	32	448				
Dec 21 / 07	One Nose Wheel Fairing	6.1	-32	-195.2				

THIS DOCUMENT MUST BE KEPT IN THE AIRPLANE AT ALL TIMES

CAA APPROVED
APPROVAL BASIS CAR 3 AND 410
AUGUST 27, 1955
NORMAL CATEGORY
2000 POUNDS GROSS WEIGHT

A.A. Identification No. C-FZNR

JOE SKAVINSKI, DATE .....
WGM051818 .....

AIRPLANE FLIGHT MANUAL

Limitations

The following limitations must be observed in the operation of this airplane:

Engine	Lycoming O-320-A2B 150 HP
Engine Limits	For all operations 2700 RPM
Fuel	80/87 Octane Minimum Aviation Gasoline
Propellers	(a) Sensenich M74DM, Fixed Pitch Metal
	74.0" Maximum Diameter
	72.0" Minimum Diameter
	Static Limits: Maximum 2450 RPM
	Minimum 2250 RPM
Power Instruments	Oil Temperature-Unsafe if indicator exceeds Red line (245 degrees F.)
	Yellow Arc: Caution (40 degrees F. to 120 degrees F.)
	Green Arc: Normal Operating Range (120 degrees F. to 245 degrees F.)
	Oil Pressure-Unsafe if indicator exceeds Red line (100 lbs.) or is below the Red line (25 lbs. minimum)
	Yellow Arc: Caution (85 lbs. to 100 lbs.) and (25 lbs. to 65 lbs.)
	Green Arc: Normal Operating Range (65 lbs. to 85 lbs.)
	Tachometer-Red line: Rated Engine Speed
	Green Arc: 500 RPM to 2700 RPM Normal Operating Range
Flap Position	Take-Off 0 Degrees Landing 40 Degrees

Airspeed Limits (True Ind. Airspeed)	Normal Category	
Maneuvering	112 MPH	97.0 Knots
Max. Cruising Speed	135 MPH	117.0 Knots
Never Exceed	170 MPH	148.0 Knots
Flaps Extended	95 MPH	82.0 Knots

JOE SKAVINSKI, DATE
WGM051818

1-800-463-6377 WPG, 983-8407

NAV CANADA

CANADIAN FLIGHT PLAN AND FLIGHT ITINERARY
PLAN DE VOL ET ITINÉRAIRE DE VOL CANADIEN

ICAO FLIGHT PLAN
PLAN DE VOL OACI

PRIORITY / PRIORITÉ: << = FF →

ADDRESSEE(S) / DESTINATAIRE(S):

FILING TIME / HEURE DE DÉPÔT:

ORIGINATOR / EXPÉDITEUR: <<=

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR / IDENTIFICATION PRÉCISE DU(DES) DESTINATAIRE(S) ET/OU DE L'EXPÉDITEUR

3 MESSAGE TYPE / TYPE DE MESSAGE: << = (FPL

7 AIRCRAFT IDENTIFICATION / IDENTIFICATION DE L'AÉRONEF: = F,Z,N,R

8 FLIGHT RULES / RÈGLES DE VOL: = V

TYPE OF FLIGHT / TYPE DE VOL: VOF G <<

9 NUMBER / NOMBRE: =

TYPE OF AIRCRAFT / TYPE D'AÉRONEF: P,A,2,2

WAKE TURBULENCE CAT. / CAT. DE TURBULENCE DE SILLAGE: /

10 EQUIPMENT / ÉQUIPEMENT: = VG/C <<=

13 DEPARTURE AERODROME / AÉRODROME DE DÉPART: = C,Y,A,V

TIME / HEURE: 1,2,0,0 <<= UTC

15 CRUISING SPEED / VITESSE DE CROISIÈRE: N,0,0,9,0

ALTITUDE / LEVEL / NIVEAU: A,0,2,5 →

ROUTE / ROUTE: YQV (6045) YQV YXE YXE

<<=

16 DESTINATION AERODROME / AÉRODROME DE DESTINATION: = C,Y,X,E

TOTAL EET / DURÉE TOTALE ESTIMÉE: DAYS/JOURS , , HRS 0,5 MINS 4,5

SAR: HRS , , MINS , , →

ALTN AERODROME / AÉRODROME DE DÉGAGEMENT: →

2ND ALTN AERODROME / 2e AÉRODROME DE DÉGAGEMENT: <<=

18 OTHER INFORMATION / RENSEIGNEMENTS DIVERS: =

)<<=

19

ENDURANCE / AUTONOMIE: E / HRS 0,3 MINS 4,5

PERSONS ON BOARD / PERSONNES À BORD: →P / 1

EMERGENCY RADIO / RADIO DE SECOURS: →R / UHF U VHF V ELT E

ELT TYPE / TYPE D'ELT: A, F

SURVIVAL EQUIPMENT / ÉQUIPEMENT DE SURVIE: → S / POLAR POLAIRE P DESERT DÉSERT D MARITIME MARITIME M JUNGLE JUNGLE J

JACKETS / GILETS DE SAUVETAGE: → J / LIGHT LAMPES L FLUORES FLUORES F UHF U VHF V

DINGHIES / CANOTS: → D / NUMBER NOMBRE , CAPACITY CAPACITÉ , , COVER COUVERTURE C COLOUR COULEUR <<=

WHEELS ROUES ☐ SEAPLANE HYDRAVIO ☐ SKIS ☐ AMPHIBIAN AMPHIBIE ☐

AIRCRAFT COLOUR AND MARKINGS / COULEUR ET MARQUES DE L'AÉRONEF: A / BLUE ON WHITE

REMARKS / REMARQUES: → N / <<=

AN ARRIVAL REPORT WILL BE FILED WITH / UN COMPTE RENDU D'ARRIVÉE SERA NOTIFIÉ À:

YXE

NAME AND PHONE NUMBER OR ADDRESS OF PERSON(S) OR COMPANY TO BE NOTIFIED IF SEARCH AND RESCUE ACTION INITIATED / NOM ET NUMÉRO DE TÉLÉPHONE OU ADRESSE DE LA (DES) PERSONNE(S) OU COMPAGNIE À AVISER SI DES RECHERCHES SONT ENTREPRISES

DORDON BIRCH 204.661-1821

PILOT-IN-COMMAND / PILOTE COMMANDANT DE BORD: C / W. BIRCH

PILOT'S LICENCE NO. / N° DE LICENCE DU PILOTE: PA360732)<<=

FILED BY / DÉPOSÉ PAR

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS / ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES

NAVCAN26-0515 (2004-01)

UNIVERSAL AERO ENGINES LTD.

421 AIRPORT DRIVE
WPG./ST. ANDREWS AIRPORT
ST. ANDREWS, MB
R1A 3R2

Phone: 339-4078

FAX: 338-2230

NEW PARTS INSTALLED

MAKE: Lycoming

MODEL: O-320

DATE: MAY 3, 1999

SERIAL #: L-5765-27

WORK ORDER: 871

QTY	PART #	DESCRIPTION	QTY	PART #	DESCRIPTION
4	71577	TUBE	1	61155	GEAR (SERV)
8	72877	LIFTER BODY	1	78531	OIL PUMP BODY
4	67447 m10	BEARING		MISC HARDWARE	
2	13884 m10	BEARING		BOLTS, WASHER BUSHINGS	
8	61662 m10	ROD BEARING		+ SEALS	
8	12186	ROD NUT	1	46-F10	VENTURI
1	69371-1	GASKET SET	1	30-766	FLOAT
1	18109-AS	OIL PUMP KIT	1	74167R	CAMSHAFT
4	75413 P10	PISTONS			
4	3601SC P10	RING SET			
4	74230	GUIDE			
4	13990	ROCKERSHAFT			
8	60828	PISTON PIN PLUG			
8	1-28772	TEFLON BUTTON			
1	16B-42	CARB KIT			
4	STD 1821	HOSE			
4	69603	HOSE			
1	10-357174	POINTS			
1	10-51676	CAPACITOR			
1	10-160894	CARBON BRUSH			
1	10-357592	OIL SEAL			
1	STD-2213	BOLT			

I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.

E. Hofer XOM 684

I hereby certify that I have completed the nearest equivalent to a 100 hour periodic inspection of aircraft described herein and certify the aircraft is airworthy.

JOE SKAVINSKI, DATE Aug 10/90

Sig. AME WGM051818

Date

inspection	carried out certified airworthy	A R Blair MO 67591
inspection	carried out certified airworthy	A R Blair M067591
MAINTENANCE	CATEGORY	W. Bziuk PA 36082
		W. Bziuk "

MAXIMUM HOURS BETWEEN OVERHAULS ____________ HOURS. OR LIFE

Aug 10/90	8.8	502.00		
Aug 10/91		549.0	100 hr annual inspection	carried out
July 1999		573.2	annual inspection	carried out c
JULY 21-00		631.5	CHANGED TO OWNER MAINTENANCE	CATEGORY
AUG. 4-00		631.5	ANNUAL INSPECTION	

CARRIED FORWARD

TOTAL THIS PAGE

TOTAL FROM PREVIOUS SUMMARY

TOTAL SINCE MFG.

MAXIMUM HOUR

July 18/90	3	2766.0		Replace ... air filter ... aircraft ... seals ... on aug 2...
July 30/90	5	2766.5		
Aug 10/91				
Aug 10/91			100 hr annual inspect	carried out certif... subject to s...
[illegible] 17.91			new seal installed in new [illegible] heat hoses All A D checked	nose wheel steerin... installed
July 10/99		2766.5	aircraft reassembled installed modified wing struts per STC SA46 35 NM	after repairs ... fuselage ... compass checked ... see work ... certified airworth... successful t...

CARRIED FORWARD

.45	2395.30		AMB
1.00	2396.30		AMB
1.30	2398.00		AMB
1.30	2399.30		AMB
4.00	2403.30		AMB
.30	2408.00		AMB
.30	2409.30		AMB
.30	2412.00		AMB
.00	2413.00		AMB

Wings and tail section removed. The wings & tail checked for condition, cleaned and [illegible] after.
2457 .5 Aircraft stripped of old fabric. Entire aircraft recovered with Dacron fabric - style D-101A, 3.7 oz per yd. Finished with Stits Poly Fibre aircraft covering process, Poly [illegible] and Poly spray. Painted with Stits Poly Tone: wings and fuselage - Jamaica White #110. Trim: Tennessee Red #190 and [illegible] Blue #75. Aircraft assembled IAW Piper [illegible] manual.
Registration changed from CF-ZHR C-FZHR. All controls checked for correct routing, movement and security.
LEIGH SHARC 7K ELT installed.
100 HR insp carried out for C of A renewal. Oil changed - Shell 65 W. Oil and fuel screens checked & cleaned. Cylinder pressures: #1-75, #2-79, #3-80, #4-80.
Wheel bearings lub'd. Battery serviced. Mag timing O.K. Spark plugs serviced.
New 600 x 6 tube installed in nose wheel.

DUAL SIGNATURES: R + [illegible] / E. [illegible]

I hereby Certify I have completed the nearest equivalent to a ...100.... Hr. periodic inspection of the aircraft described herein and it is airworthy.
I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.

E. [illegible] / R [illegible]

2458 TEST FLIGHT

CARRIED FORWARD

2.45	2395	30		AMB
1.00	2396	30		AMB
1.30	2398	00		AMB
1.30	2399	30		AMB
4.00	2403	30		AMB
30	2408	00		AMB
30	2409	30		AMB
30	2412	00		AMB
00	2413	00		AMB
			Wings and tail section removed. [illegible] & tail checked for condition, cleaned and [illegible] after	
	2457	5	Aircraft stripped of old fabric. Entire aircraft recovered with Dacron fabric - style [illegible]	
			-101A, 3.7 oz per yd. Finished with Stits Poly fibre aircraft covering process, Poly	
			brush and Poly spray. Painted with Stits Poly Tone: Wings and fuselage - Jamaica White	
			#110. Trim: Tennessee Red #190 and [illegible] Blue #175. Aircraft assembled IAW Piper Aftec Manual.	
			Registration changed from CF-ZHR C-FZHR. All controls checked for correct routing	R F [illegible] &
			Leigh Shark 7K ELT installed. movement, and security. Dual Signatures:	E. Helgas
			100 Hr insp carried out for C of A renewal. Oil changed - Shell 65 W. Oil and	
			fuel screens checked & cleaned. Cylinder pressures: #1-75, #2-79, #3-80, #4-80.	
			Wheel bearings lub'd. Battery serviced. Mag timing O.K. Spark plugs serviced.	
			New 600 x 6 tube installed in nose wheel. I hereby Certify I have completed the nearest equivalent to a ...100..... Hr. periodic inspection of the aircraft described herein and it is airworthy.	E. Helgas
	2458		TEST FLIGHT I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	R F [illegible]
			CARRIED FORWARD	

Date	Hrs	Min	Total	Remarks
1976			2488	
Jan. 3	3	30	2489	
Feb 8	1	00	2489.5	
April 6		30	2490	
June 4	1	30	2493	
8	3	00	2493.5	
		30		
14			2496.5	
15	3	00	2500	
July 16	3	30	2500.5	
17		30		
18		30	2501	
Sept 6	4	30	2505.5	
Sept. 8/76	-	-	2505.5	100 HR Insp for CC I
April 27/77			2530 0	A.D. Ammendment 39-2833 Service Bull. #528.
28	1		2531	
May 1	3	30	2534.5	
June 27		30	2535	

CARRIED FORWARD

Transport Canada / Transports Canada

AIRCRAFT CONDITION AND CONFORMITY INSPECTION (C.C.I.) REPORT

▶ WRITE FIRMLY TO ENSURE THAT ALL COPIES ARE LEGIBLE ◀

NATIONALITY REGISTRATION MARKS: C-FZNR
AIRCRAFT NORMALLY BASED AT: THE PAS, MAN
REGION: CENTRAL
AIRCRAFT MAKE, MODEL AND TYPE APPROVAL/FAA CERT. NO.: PIPER | PA-22(150) | 1A6
SERIAL NO.: 22-3388
TIME SINCE NEW: 2505.5

ENGINE MAKE AND MODEL: LYCOMING O-320
SERIAL NOS.: 1 L-5765-27 2 3 4
TIME SINCE OVERHAUL: 1 329.0 2 3 4

PROPELLER MAKE AND MODEL: SENSENICH 74 DM58
SERIAL NOS.: 1 19098 2 3 4
TIME SINCE OVERHAUL: 1 268.0 2 4

SINCE LAST C.C.I. AIRCRAFT HAS BEEN OPERATED ON: ☐ SKIS ☐ FLOATS
MANUFACTURER - MODEL -
MANUFACTURER - MODEL -

IF REGISTERED OWNER IS PRIVATE OPERATOR AND AIRCRAFT IS OR HAS BEEN LEASED TO COMMERCIAL OPERATOR(S) ENTER HOURS FLOWN BY COMMERCIAL OPERATOR(S)
CURRENT CALENDAR YEAR -
LAST CALENDAR YEAR -

Superceded.

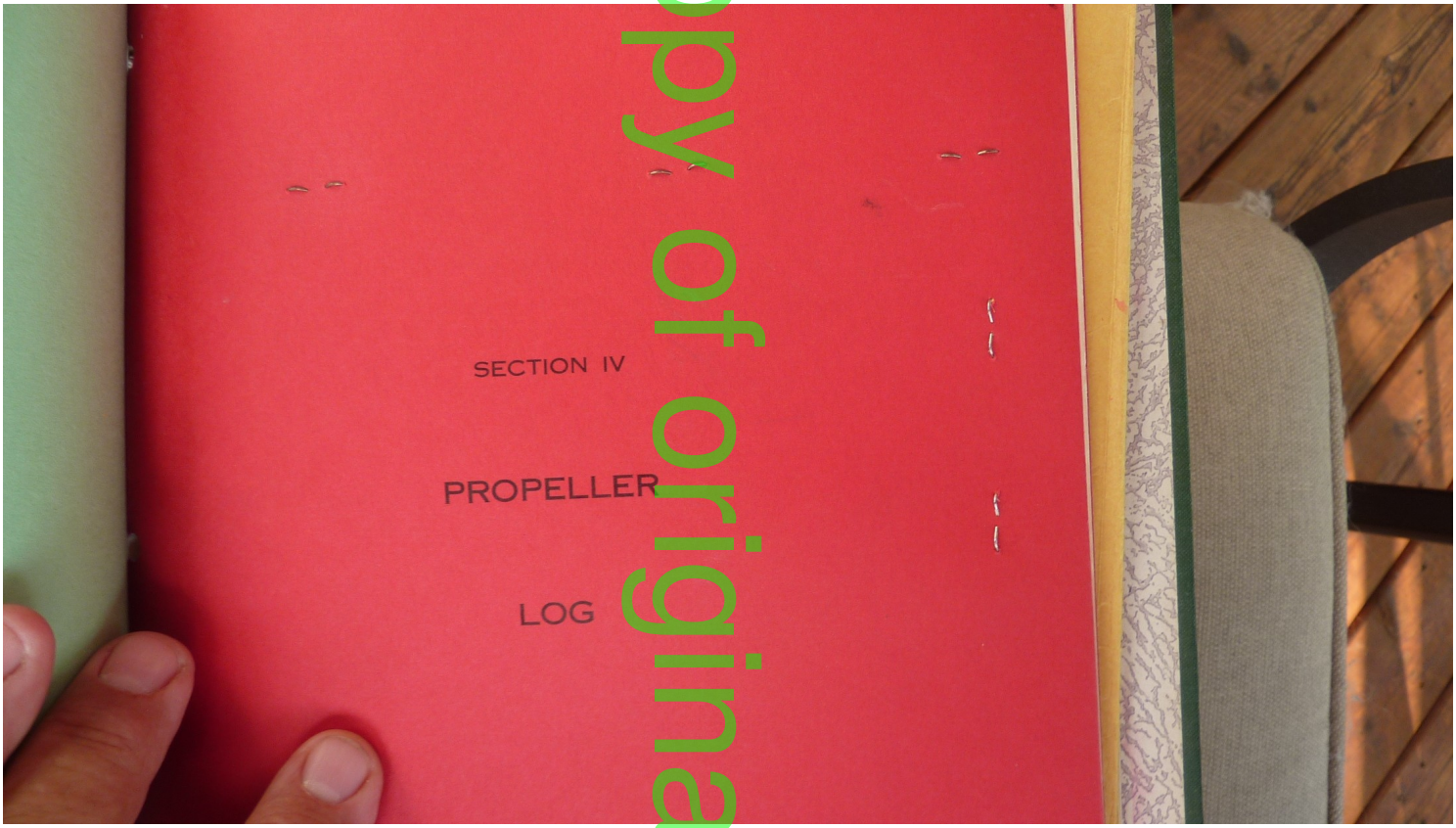
DATE OF ISSUE OF C OF A / FLIGHT PERMIT: DAY 8 MO. SEPT YR.
AIRCRAFT ISSUED WITH: ☒ CERTIFICATE OF AIRWORTHINESS ☐ FLIGHT PERMIT
AIRCRAFT PURPOSE: ☒ PRIVATE ☐ COMMERCIAL
LIST AIRWORTHINESS DIRECTIVES COMPLIED WITH ON AIRCRAFT SINCE LAST C.C.I. PROC...: CF 68-4, 60-1-7, 60-10-8
AIRCRAFT TIME SINCE NEW
1ST JAN. THIS YEAR 2...
1ST JAN. LAST YEAR 2...

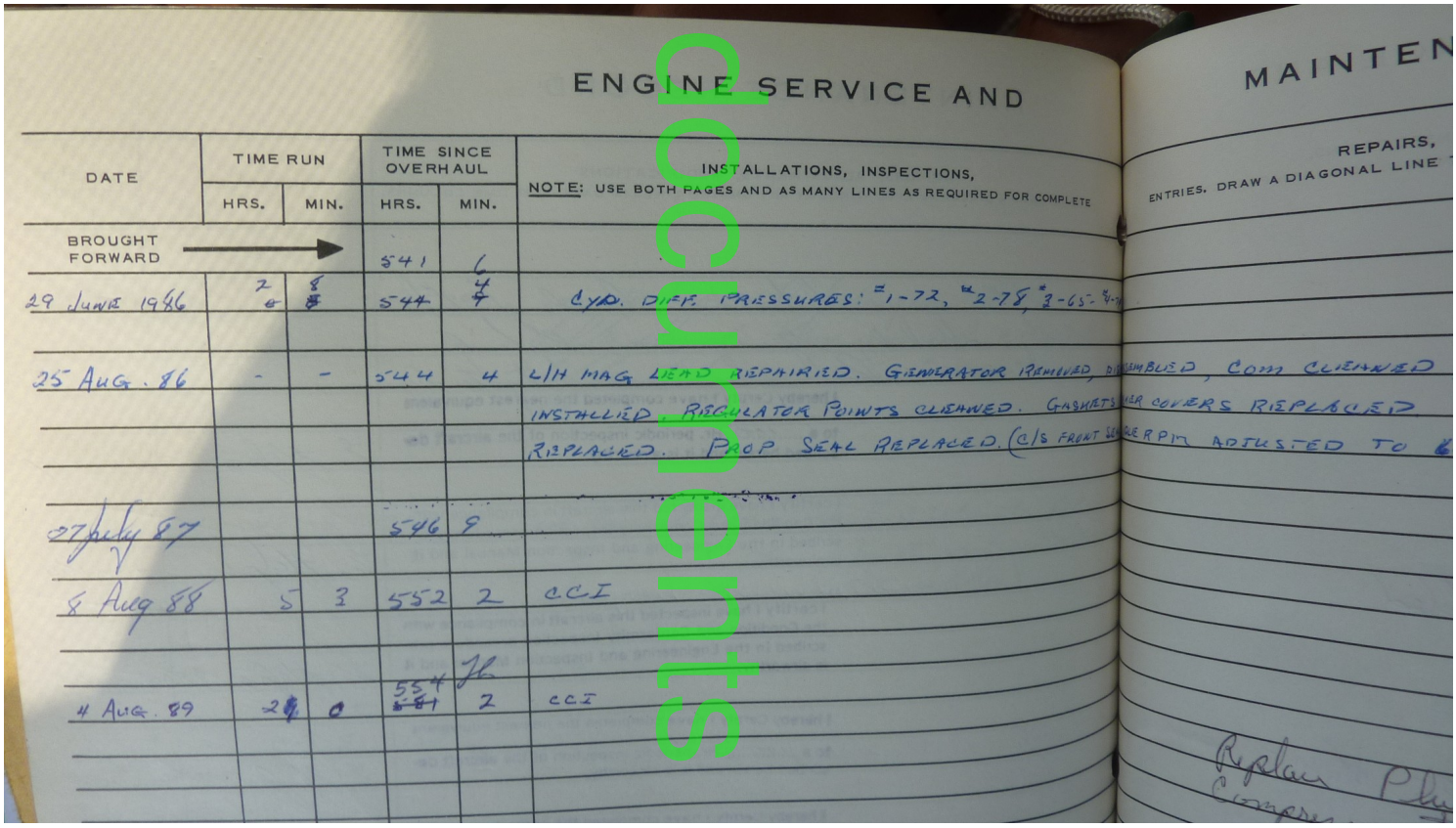
(1) I CERTIFY I HAVE INSPECTED THIS AIRCRAFT IN COMPLIANCE WITH THE CONDITION AND CONFORMITY INSPECTION PROCEDURE PRESCRIBED IN THE ENGINEERING AND INSPECTION MANUAL AND THE AIRCRAFT IS AIRWORTHY OR SERVICEABLE*, WHICHEVER IS APPLICABLE.
NOTE: FOR ULTRA-LIGHT AIRCRAFT THIS CERTIFICATION MAY BE SIGNED BY THE OWNER IN LIEU OF AN AME OR APPROVED INSPECTOR.
* APPLIES TO AIRCRAFT ISSUED WITH A FLIGHT PERMIT.

(2) I CERTIFY THAT I HAVE FLOWN THIS AIRCRAFT AND ITS PERFORMANCE QUALITIES, FUNCTIONS OF CONTROLS, POWERPLANT, AND LANDING ... WERE EQUIVALENT TO THE STANDARD OF THE TYPE.
NOTE: THE ELAPSED TIME BETWEEN THE DATE OF FLIGHT AND CERTIFICATION (1) SHALL NOT EXCEED 7 CONSECUTIVE CALENDAR ...

SIGNATURE OF AME OR APPROVED CO. INSPECTOR	AME/CO. NO.	DATE	DATE OF FLIGHT	LICENCE NO.	SIGNATURE OF PILOT
Elgin Helps	x DM 684	8 Sept. 76	8 Sept. 76	x DP12693	Elgin Helps

...mendment 39-2833 Service Bull. #528.





ENGINE SERVICE AND MAINTEN

DATE	TIME RUN HRS.	TIME RUN MIN.	TIME SINCE OVERHAUL HRS.	TIME SINCE OVERHAUL MIN.	INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
BROUGHT FORWARD →			541	6	
29 June 1986	2 6	8 ~~8~~	544	4	CYL. DIFF. PRESSURES: #1-72, #2-78, #3-65, #4-7[illegible]
25 Aug. 86	-	-	544	4	L/H MAG LEAD REPAIRED. GENERATOR REMOVED, DISASSEMBLED, COMM CLEANED INSTALLED. REGULATOR POINTS CLEANED. GASKETS [illegible] COVERS REPLACED REPLACED. PROP SEAL REPLACED (C/S FRONT [illegible] SPRING ADJUSTED TO [illegible]
27 July 87			546	8	
8 Aug 88	5	3	552	2	CCI
4 Aug. 89	2 ~~4~~	0	554 ~~554~~	2	CCI

Replace Plug

UNIVERSAL AERO ENGINES LTD.
421 AIRPORT DRIVE, WINNIPEG, ST. ANDREWS, MANITOBA R1A 3R2

MAINTENANCE RELEASE

D.O.T. APPROVAL NO. 81-91

Nomenclature: AERO ENGINE

Manufacturer: LYCOMING Type/Model: O-320

Part No: Serial No: L-5765-27

Total Time: Work Order: UAE 871

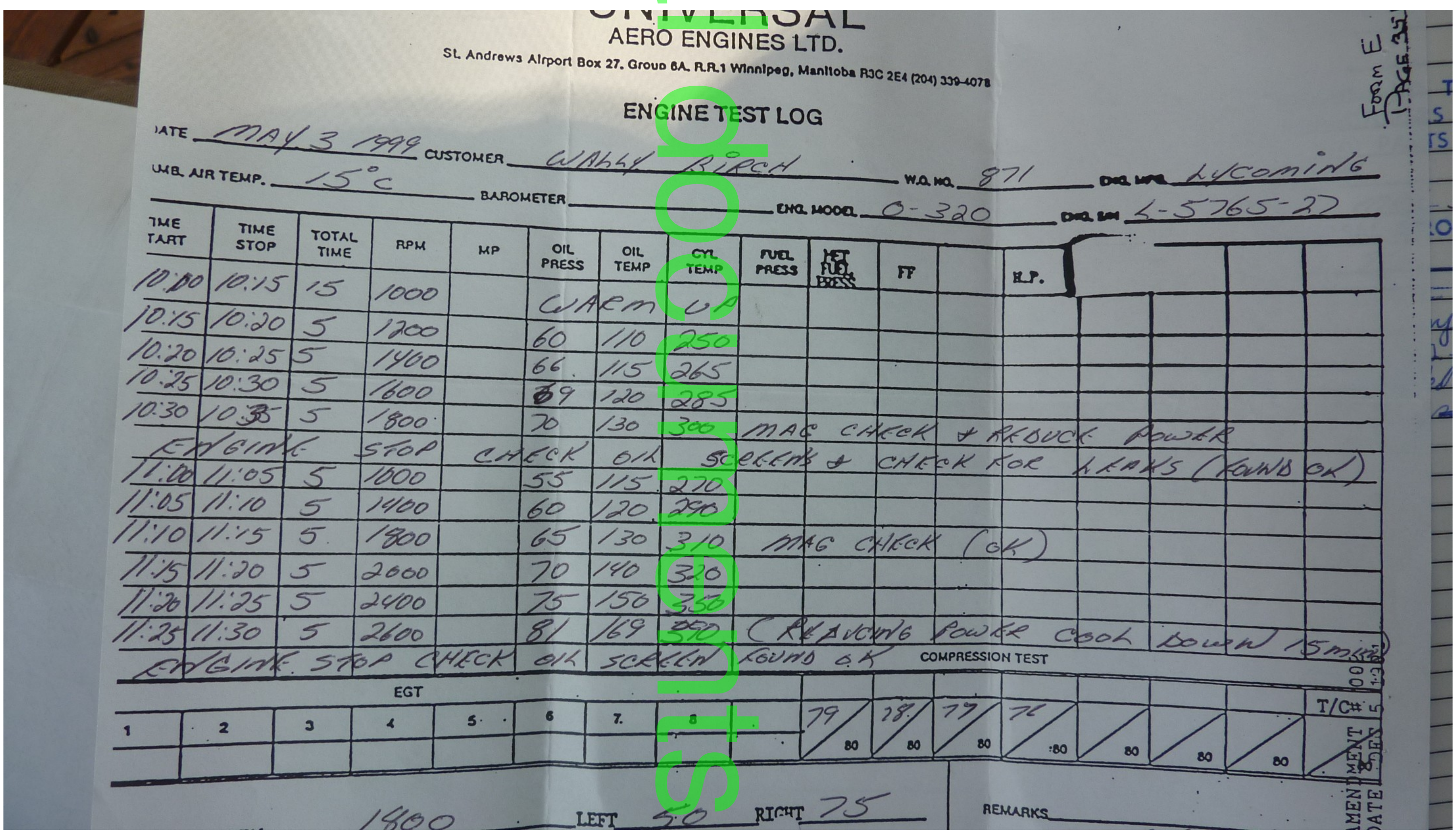
New ☐ Overhaul ☐ Repair ☑ Modification ☐

Previous certification:

The maintenance described has been performed in accordance with the applicable standards of airworthiness.

MAY/3/99 — [signature] — M376750

DATE — NAME OR AUTHORIZED INSPECTOR — LIC. No./STAMP



UNIVERSAL AERO ENGINES LTD.
St. Andrews Airport Box 27, Group 6A, R.R.1 Winnipeg, Manitoba R3C 2E4 (204) 339-4078

ENGINE TEST LOG

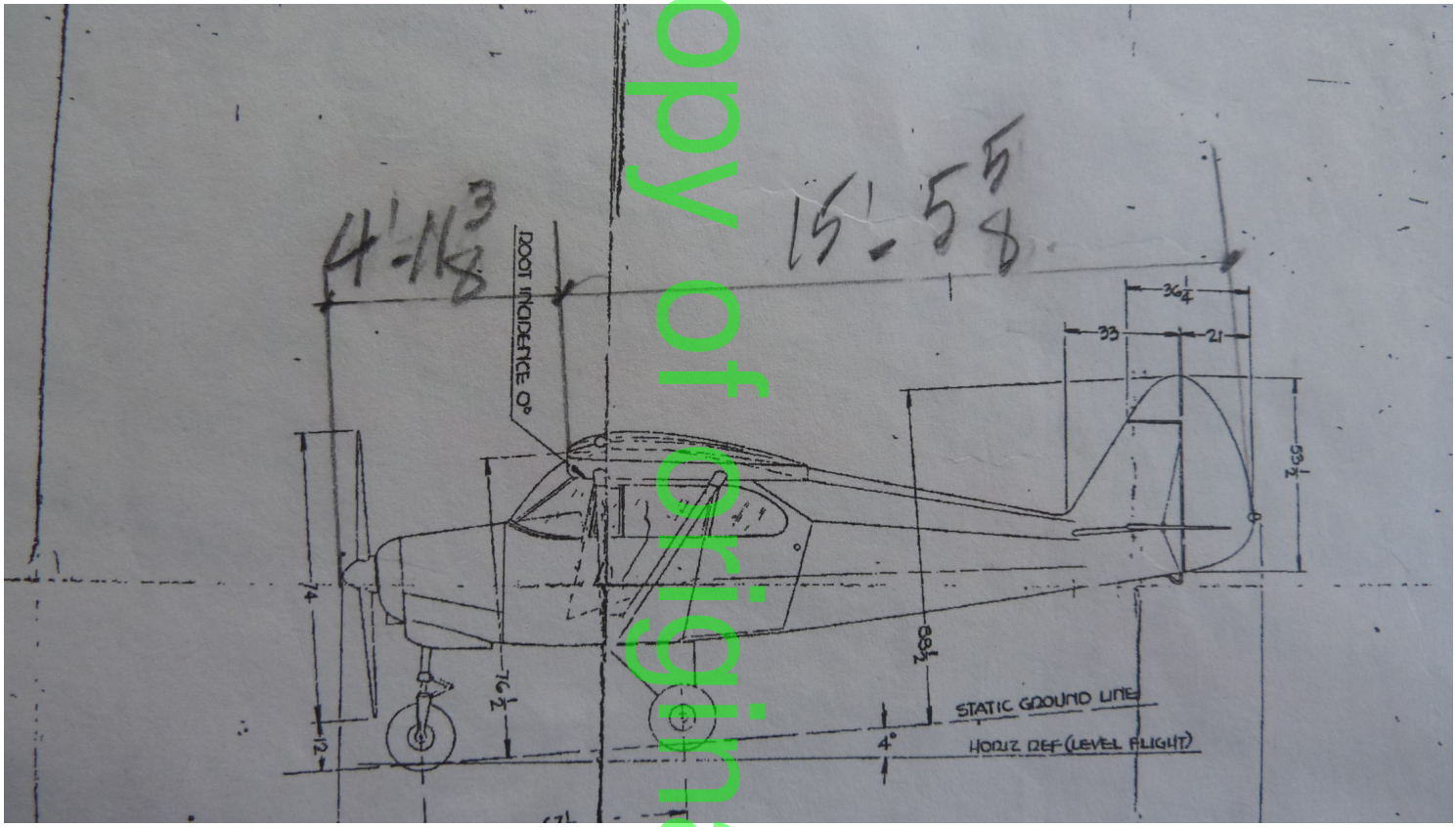
DATE MAY 3 1999 CUSTOMER WALLY BIRCH W.O. NO. 871 ENG. MFR. LYCOMING

AMB. AIR TEMP. 15°C BAROMETER ENG. MODEL O-320 ENG. S/N L-5765-27

TIME START	TIME STOP	TOTAL TIME	RPM	MP	OIL PRESS	OIL TEMP	CYL TEMP	FUEL PRESS	MET FUEL PRESS	FF		H.P.
10:00	10:15	15	1000		WARM UP							
10:15	10:20	5	1200		60	110	250					
10:20	10:25	5	1400		66	115	265					
10:25	10:30	5	1600		69	120	285					
10:30	10:35	5	1800		70	130	300	MAG CHECK & REDUCE POWER				
ENGINE STOP CHECK OIL SCREENS & CHECK FOR LEAKS (FOUND OK)												
11:00	11:05	5	1000		55	115	270					
11:05	11:10	5	1400		60	120	290					
11:10	11:15	5	1800		65	130	310	MAG CHECK (OK)				
11:15	11:20	5	2000		70	140	320					
11:20	11:25	5	2400		75	150	350					
11:25	11:30	5	2600		81	169	370	(REDUCING POWER COOL DOWN 15 MIN)				
ENGINE STOP CHECK OIL SCREEN FOUND OK												

EGT								COMPRESSION TEST							T/C#
1	2	3	4	5	6	7	8	79/80	78/80	77/80	76/80	/80	/80	/80	

1400 LEFT 50 RIGHT 75 REMARKS



C-FZNR WEIGHT & BALANCE

	Weight (lb.)	Arm (in.)	Moment
Basic Empty Weight	1164	10.3	11989
Usable Fuel (136 L x 1.6#)	218	24	5232
Pilot & Front Passenger	330	21	6930
Rear Passengers	278	49	13622
Baggage (100 lb max)	10	67	670
Total weight and moment	2000	19.2	38443

C. G. Range: 17.5 to 23 @ 2000 lb
12 to 23 @ 1800 lb
9.5 to 23 @ 1400 lb

CANADA

AIRCRAFT JOURNEY

LOG BOOK

DEPARTMENT OF TRANSPORT
CIVIL AVIATION BRANCH

AIRCRAFT

C-FZNR

1. Nationality and Registration ~~CF-ZNR~~
2. Manufacturer's Designation PA-22 TRI-PACER
3. Type Approval or Specification Number 1A6
4. Manufacturer's Serial Number 22-3388 (1956)
5. Fuel – Capacity ~~36 US~~ 30 GALS IMP. 136 L
   – Grade 80/87 OR HIGHER
6. Oil – Capacity 8 US. 6 QTS. 7.6 L
   – Grade – Summer ~~50~~ E 100 Shell W 100
   – Winter E 80 W ~~65~~ } DETERGENT
7. Hydraulic Fluid Specification UNIVIS J43
8. Maximum Gross Weight Authorized NORMAL-2000# UTILITY 1680

EMPTY WT: ~~1442~~ 1169 lbs.

PROPELLER – SENSENICH M74DM-~~58~~60"

JOURNEY LOG

INSTRUCTIONS FOR USE

1. This log is issued under the authority of the Minister of Transport.
2. It shall be on board the aircraft on each flight.
3. The pilot-in-command of the aircraft described herein is responsible for making entries of all flights under his command.
4. All entries are to be made in accordance with the requirements of the Air Regulations.
5. A separate entry shall be made for each flight except when special authorization has been granted to an operator for the grouping of short consecutive flights.
6. The completion of columns 1 to 14 shall constitute a flight entry.

AIRCRAFT

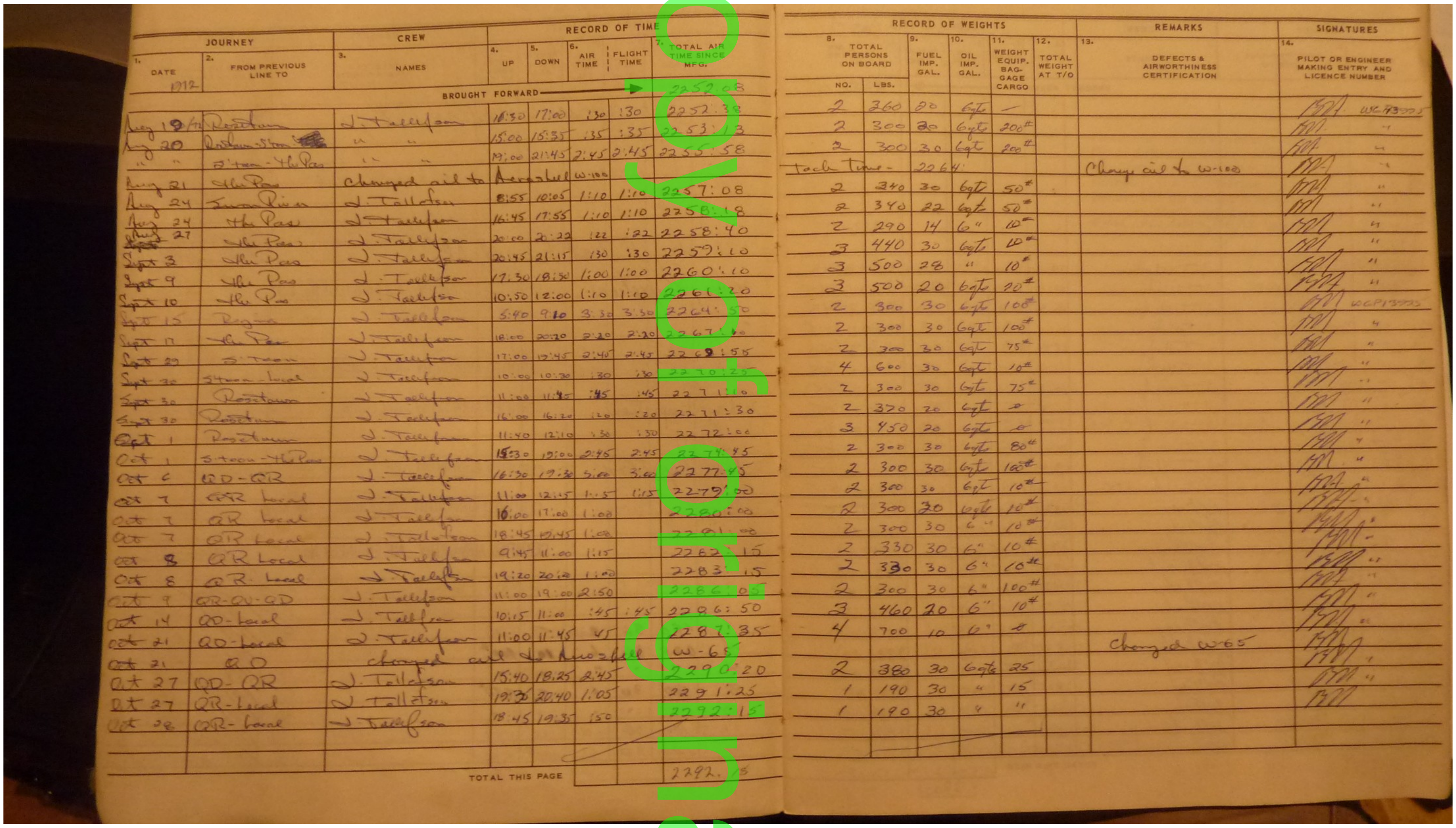
1. Nationality and Registration: ~~CF-ZNR~~ C-FZNR
2. Manufacturer's Designation: PA-22 TRI-PACER
3. Type Approval or Specification Number: 1A6
4. Manufacturer's Serial Number: 22-3388 (1956)
5. Fuel – Capacity: 36 US. 30 GALS IMP. 136 L
   – Grade: 80/87 OR HIGHER
6. Oil – Capacity: 8 US. 6.7 QTS. 7.6 L
   – Grade – Summer: Esso E100 Shell W 100 } DETERGENT
   – Winter: E 80 W 65
7. Hydraulic Fluid Specification: UNIVIS J43
8. Maximum Gross Weight Authorized: NORMAL-2000# UTILITY 1680

EMPTY WT: ~~1142~~ 1149 lbs.

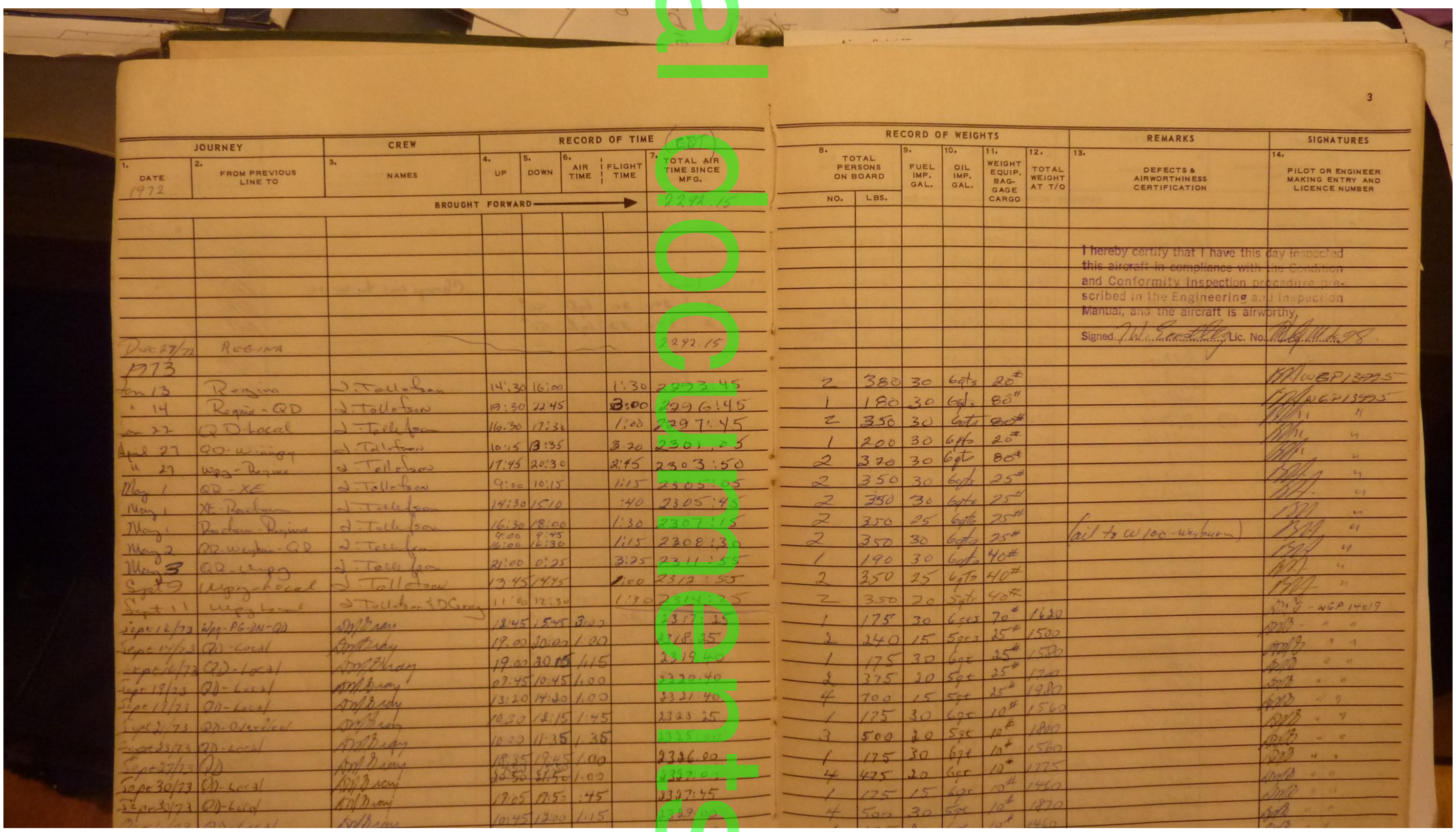
PROPELLER — SENSENICH M74DM-~~58~~ 60"

JOURNEY 1. DATE	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.
				BROUGHT FORWARD →			
Dec 4/71							2236:30
Dec 31/71							
1972							
Jan 5/72							
" 5	Regina	Johnson				1:00	2237:20
Feb 1							
Mar 1							
April 1							
May 1							
June 1							
July 31							
AUG 11/72	REGINA	McKENNA	1800	20:10	2:10	2:10	2239:30
11/72	NIPAWIN	Tollefson McKenna	20:20	21:00	:40	:40	2240:10
Aug 12/72	Nipawin - ~~[illegible]~~ the Pas	J. Tollefson	10:55	12:15	1:20	1:20	2241:30
Aug 12/72	the Pas - S'toon - [illegible]	Tollefson	14:00	17:10	3:10	3:10	2244:40
" "	S'toon - Rosetown	"	19:25	20:00	:35	:35	2245:15
Aug 13/72	Rosetown - S'toon	"	15:45	16:20	:35	:35	2245:50
Aug 13/72	S'toon - the Pas	"	19:22	21:55	2:33	2:33	2248:23
Aug [illegible]/72	the Pas - Humboldt	Tollefson	19:10	21:50	2:40	2:40	2251:03
Aug 19/72	Humboldt-S'toon-Rosetown	Tollefson	9:00	10:45	1:05	1:05	2252:08
			TOTAL THIS PAGE				

RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
Times from American Airframe Logs							[signature] AOC 7163
						Aircraft Serviceable for test flight	[signature]
						Considered airworthy for test flight.	[signature]
1:00						C of A Test Flight OK	[signature] AOC 7163
30 Day Inspection						CERTIFIED AIRWORTHY - AIR ENGINEER No. M92	[signature]
30 Day Inspection						CERTIFIED AIRWORTHY - AIR ENGINEER No. M92	[signature]
30 Day Inspection						CERTIFIED AIRWORTHY - AIR ENGINEER No. M92	[signature]
30 Day Inspection						CERTIFIED AIRWORTHY - AIR ENGINEER No. [illegible]	[signature]
30 Day Inspection						CERTIFIED AIRWORTHY - AIR ENGINEER No. M92	[signature]
						CERTIFIED AIRWORTHY - AIR ENGINEER No. [illegible]	[signature]
							[signature] WGP 13995
1	180	30	8 qts	–			[signature] "
4	620	30	6 "	10	2000#		[signature] "
4	"	"	" "	"	"		[signature] "
3	500	30	6 "	–	1810#		[signature] "
3	"	"	" "	"	"		[signature] "
1	180	30	6 "	20#			[signature]
1	180	30	6 ..	30#			[signature]



1. Date 1972	2. From previous line to	3. Names	4. Up	5. Down	6. Air time	Flight time	7. Total air time since mfg.	8. No.	Lbs.	9. Fuel imp. gal.	10. Oil imp. gal.	11. Weight equip. baggage cargo	12. Total weight at T/O	13. Defects & airworthiness certification	14. Pilot or engineer making entry and licence number
			BROUGHT FORWARD →				2252:08								
Aug 19/72	Rosetown	J. Tallefson	16:30	17:00	:30	:30	2252:38	2	260	20	6qts	—			[signature] WGP13995
Aug 20	Rosetown-S'toon	" "	15:00	15:35	:35	:35	2253:13	2	300	20	6qts	200#			"
" "	S'toon-The Pas	" "	19:00	21:45	2:45	2:45	2255:58	2	300	30	6qt	200#			"
Aug 21	The Pas	Changed oil to	Aeroshell	W-100				Tach Time -		2264				Change oil to W-100	"
Aug 24	Swan River	J. Tollefson	8:55	10:05	1:10	1:10	2257:08	2	340	30	6qt	50#			"
Aug 24	The Pas	J. Tallefson	16:45	17:55	1:10	1:10	2258:18	2	340	22	6qt	50#			"
Aug 27	The Pas	J. Tallefson	20:00	20:22	:22	:22	2258:40	2	290	14	6"	10#			"
Sept 3	The Pas	J. Tallefson	20:45	21:15	:30	:30	2259:10	3	440	30	6qt	10#			"
Sept 9	The Pas	J. Tallefson	17:30	18:30	1:00	1:00	2260:10	3	500	28	"	10#			"
Sept 10	The Pas	J. Tallefson	10:50	12:00	1:10	1:10	2261:20	3	500	20	6qt	20#			"
Sept 15	Regina	J. Tallefson	5:40	9:10	3:30	3:30	2264:50	2	300	30	6qt	100#			[signature] WGP13995
Sept 17	The Pas	J. Tallefson	18:00	20:20	2:20	2:20	2267:10	2	300	30	6qt	100#			"
Sept 29	S'toon	J. Tallefson	17:00	19:45	2:40	2:45	2269:55	2	300	30	6qt	75#			"
Sept 30	S'toon-local	J. Tallefson	10:00	10:30	:30	:30	2270:25	4	600	30	6qt	10#			"
Sept 30	Rosetown	J. Tallefson	11:00	11:45	:45	:45	2271:10	2	300	30	6qt	75#			"
Sept 30	Rosetown	J. Tallefson	16:00	16:20	:20	:20	2271:30	2	370	20	6qt	—			"
Oct 1	Rosetown	J. Tallefson	11:40	12:10	:30	:30	2272:00	3	450	20	6qt	—			"
Oct 1	S'toon-The Pas	J. Tallefson	15:30	19:00	2:45	2:45	2274:45	2	300	30	6qt	80#			"
Oct 6	QD-QR	J. Tallefson	16:30	19:30	3:00	3:00	2277:45	2	300	30	6qt	100#			"
Oct 7	QR local	J. Tallefson	11:00	12:15	1:15	1:15	2279:00	2	300	30	6qt	10#			"
Oct 7	QR local	J. Tallefson	16:00	17:00	1:00		2280:00	2	300	20	6qt	10#			"
Oct 7	QR local	J. Tallefson	18:45	19:45	1:00		2281:00	2	300	30	6"	10#			"
Oct 8	QR Local	J. Tallefson	9:45	11:00	1:15		2282:15	2	330	30	6"	10#			"
Oct 8	QR Local	J. Tallefson	19:20	20:20	1:00		2283:15	2	330	30	6"	10#			"
Oct 9	QR-QV-QD	J. Tallefson	11:00	19:00	2:50		2286:05	2	300	30	6"	100#			"
Oct 14	QD-local	J. Tallefson	10:15	11:00	:45	:45	2286:50	3	460	20	6"	10#			"
Oct 21	QD-local	J. Tallefson	11:00	11:45	:45		2287:35	4	700	10	6"	—			"
Oct 21	QD	changed oil to Aeroshell					W-65							Changed W-65	[signature]
Oct 27	QD-QR	J. Tallefson	15:40	18:25	2:45		2290:20	2	380	30	6qts	25			"
Oct 27	QR-local	J. Tallefson	19:30	20:40	1:05		2291:25	1	190	30	"	15			"
Oct 28	QR-local	J. Tallefson	18:45	19:35	:50		2292:15	1	190	30	"	"			[signature]
		TOTAL THIS PAGE					2292.15								



1. Date 1972	2. From previous line to	3. Names	4. Up	5. Down	6. Air time	Flight time	7. Total air time since mfg. (EDT)	8. No.	Lbs.	9. Fuel imp. gal.	10. Oil imp. gal.	11. Weight equip. baggage cargo	12. Total weight at T/O	13. Defects & airworthiness certification	14. Pilot or engineer making entry and licence number
			BROUGHT FORWARD →				2292.15								
														I hereby certify that I have this day inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual, and the aircraft is airworthy. Signed [illegible] Lic. No. [illegible]	
Dec 27/72	Regina						2292.15								
1973															
Jan 13	Regina	J. Tollefson	14:30	16:00		1:30	2293:45	2	380	30	6qts	20#			[signature] WGP13995
" 14	Regina-QD	J. Tollefson	19:30	22:45		3:00	2296:45	1	180	30	6qts	80#			[signature] WGP13995
Jan 22	QD-Local	J. Tollefson	16:30	17:30		1:00	2297:45	2	350	30	6qts	80#			" "
April 27	QD-Winnipeg	J. Tollefson	10:15	13:35		3:20	2301:05	1	200	30	6qts	20#			" "
" 27	Wpg-Regina	J. Tollefson	17:45	20:30		2:45	2303:50	2	370	30	6qts	80#			" "
May 1	QD-XE	J. Tollefson	9:00	10:15		1:15	2305:05	2	350	30	6qts	25#			"
May 1	XE-Rosetown	J. Tollefson	14:30	15:10		:40	2305:45	2	350	30	6qts	25#			"
May 1	Rosetown-Regina	J. Tollefson	16:30	18:00		1:30	2307:15	2	350	25	6qts	25#			"
May 2	QD-Weyburn-QD	J. Tollefson	9:00 16:00	9:45 16:30		1:15	2308:30	2	350	30	6qts	25#		(oil to W100-Weyburn)	"
May 3	QD-Wpg	J. Tollefson	21:00	0:25		3:25	2311:55	1	190	30	6qts	40#			"
Sept 9	Wpg-Local	J. Tollefson	13:45	14:45		1:00	2312:55	2	350	25	6qts	40#			"
Sept 11	Wpg Local	J. Tollefson & D Gray	11:00	12:30		1:30	2314:25	2	350	20	5qts	40#			[signature] - WGP 14019
Sept 12/73	Wpg-PG-DN-QD	D.M. Gray	12:45	15:45	3:00		2317:25	1	175	30	6qts	70#	1620		[signature] " "
Sept 14/73	QD-Local	D.M. Gray	19:00	20:00	1:00		2318:25	2	240	15	5qts	25#	1500		[signature] " "
Sept 16/73	QD-Local	D.M. Gray	19:00	20:15	1:15		2319:40	1	175	30	6qt	25#	1530		[signature] " "
Sept 19/73	QD-Local	D.M. Gray	09:45	10:45	1:00		2320:40	2	375	20	5qt	25#	1700		[signature] " "
Sept 19/73	QD-Local	D.M. Gray	13:20	14:20	1:00		2321:40	4	700	15	5qt	25#	1980		[signature] " "
Sept 21/73	QD-Overload	D.M. Gray	10:30	12:15	1:45		2323:25	1	175	30	6qt	10#	1560		[signature] " "
Sept 23/73	QD-Local	D.M. Gray	10:00	11:35	1:35		2325:00	3	500	20	5qt	10#	1800		[signature] " "
Sept 27/73	QD	D.M. Gray	18:35	19:45	1:00		2326.00	1	175	30	6qt	10#	1560		[signature] " "
Sept 30/73	QD-Local	D.M. Gray	20:50	21:50	1:00		2327:00	4	475	20	6qt	10#	1775		[signature] " "
Sept 30/73	QD-Local	D.M. Gray	17:05	17:50	:45		2327:45	1	175	15	6qt	10#	1460		[signature] " "
[illegible]	QD-Local	D.M. Gray	10:45	12:00	1:15		2329:00	4	500	30	5qt	10#	1870		[signature] " "
												10#	1460		[signature] " "

1. Date	2. From previous line to	3. Names	4. Up	5. Down	6. Air time	Flight time	7. Total air time since mfg.	8. No.	Lbs.	9. Fuel imp. gal.	10. Oil imp. gal.	11. Weight equip. baggage cargo	12. Total weight at T/O	13. Defects & airworthiness certification	14. Pilot or engineer making entry and licence number
			BROUGHT FORWARD				2331.15								
Oct 13/73	QD-Local	AM Bray	1855	1930	0:35		2331.50	1	175	30	5qt	—	1550		AM Bray WGP 14019
Oct 14/73	QD-Local	AM Bray	14.00	15:50	1:50		2333.40	4	690	25	5qt	—	1950		AM Bray " "
Oct 16/73	QD-Comm	AM Bray	1500	1630	1:30		2335.00	1	175	15	5qt		1450		AMB "
Oct 31/73	QD-Local	AM Bray	1800	1700	1.00		2336.00	1	175	30	5qt	10	1560		AMB "
Oct 27/73	QD-Local	AM Bray	1300	1420	1.20		2337.20	3	400	25	5qt	10	1660		AMB "
Nov 5/73	QD-Local	AM Bray	1700	18.20	1.20		2338.~~20~~ 40	1	175	20	5qt	10	1500		AMB "
Nov 9/73	QD-QV	AM Bray	12:30	14.45	2.15		2339.~~35~~ 48 55	1	175	30	5qt	10	1560		AMB "
Nov 9/73	QV-QR	AM Bray	15:15	16.40	1.25		2341.~~00~~ 20	1	175	20	5qt	10	1500		AMB "
Nov 10/73	QR-Weyburn-QR	AM Bray	1300	1500	2.00		2344.~~00~~ 20	1	175	30	5qt	10	1560		AMB "
Nov 11/73	QR-Melville	AM Bray	12.30	13:30	1:00		2345.~~00~~ 20	1	175	30	5qt	10	1560		AMB "
Nov 12/73	Melville-QV-QD	AM Bray	11.45	14.25	2.40		2348.00	1	175	25	5qt	10	1525		AMB "
Nov 21/73	QD-Local	AM Bray	15:00	16.00	1.00		2349.00	1	175	30	6qt	10	1560		AMB "
Nov 28/73	QD-Local	AM Bray	1545	1645	1.00		2350.00	1	175	25	6qt	10	1530		AMB "
Dec 4/73	QD-Local	AM Bray	1230	1430	2.00		2352.00	1	175	20	6qt	10	1505		AMB "
Dec 4/73	QD-Local	AM Bray	1630	1700	0.30		2352.30	1	175	10	6qt	10	1415		AMB "
Dec 11/73	QD-Local	AM Bray	1400	1500	1.00		2353.30	3	400	30	6qt	10	1670		AMB "
Dec 16/73	QD-Local	AM Bray	1400	1530	1.30		2355.00	3	400	25	6qt	10	1660		AMB "
Dec 21/73	QD-Local	AM Bray	1030	11.30	1.00		2356.00	1	180	30	5qt	10	1560		AMB "
Dec 22/73	QD-Local	AM Bray	11.00	12.30	1.30		2357.30	2	350	25	5qt	10	1610		AMB "
Dec 26/73	QD-Local	AM Bray	13.00	1400	1.00		2358.30	4	700	20	4qt	10	1950		
Jan 2/74									100 HOUR CHECK COMPLETED FOR C of A					A/C AIRWORTHY	R Bergs[illegible]
								RENEWAL							
Jan 2/74	QD-Snow Lake-QD	AM Bray	13.30	1600	2.30		2361.00	2	360	30	8qt	10	1660	Oil change to W-65	AM Bray WGP 14019
" 3/74	QD-Local	AM Bray	14.00	1420	.20		2361.20	1	175	15	7qt	10	1530		AM Bray WGP 14019
" 8/74	QD-Local	AM Bray	1630	1700	.30		2361.50	1	175	10	7qt	10	1500		AM Bray " "
" 18/74	QD-The Pas-QD	AM Bray	14.20	15.30	1.10		2363.00	1	175	30	7qt	10	1560		AMB "
" 20/74	QD-Moose Lake-QD	AM Bray	12.00	13.30	1.30		2364.30	2	360	25	7qt	10	1630		AMB "
Feb 4/74	QD-XE	AM Bray	11.40	14.10	2.30		2367.00	1	180	30	7qt	25	1580		AMB "
[illegible]	[illegible]	[illegible]	16.45	17.45	1.00		2368.00	2	360	20	6qt	25	1650		AMB "

1. Date	2. From previous line to	3. Names	4. Up	5. Down	6. Air time	Flight time	7. Total air time since mfg.	8. No.	Lbs.	9. Fuel imp. gal.	10. Oil imp. gal.	11. Weight equip. baggage cargo	12. Total weight at T/O	13. Defects & airworthiness certification	14. Pilot or engineer making entry and licence number
			BROUGHT FORWARD				2372.25								
Feb 6/74	XE-Circuits	AM Bray	20:15	21.00	.45		2373.10	1	180	22	6qt	25	1580		AMB WGP 14019
" 7/74	XE-QD	AM Bray	15.10	17.15	2.05		2375.15	1	180	30	7qt	100	1630		AMB "
" 8/74	QD-Cross Lake-QD	AM Bray	14.00	15.15	1.15		2376.30	4	400	20	6qt	25	1800		AMB "
Mar 10/74	QD-Local	AM Bray	1500	1530	1.30		2378.00	2	330	10	6qt	25	1760		AMB "
" 12/74	QD-Local	AM Bray	1815	1915	1.00		2379.00	1	180	30	6qt	25	1650		AMB "
" 16/74	QD-Local	AM Bray	20:15	21.00	.45		2379.45	2	255	25	5qt	25	1690		AMB "
" 17/74	QD-DN	AM Bray	15.00	16.50	1.50		2381.35	1	180	30	6qt	25	1560		AMB "
" 18/74	DN-QD	AM Bray	1445	17.15	2.30		2384.05	1	180	30	6qt	25	1560		AMB "
" 24/74	QD-Local	AM Bray	18.30	19.30	1.00		2385.05	1	180	15	6qt	25	1450		AMB "
" 30/74	QD-Local	AM Bray	18.50	1945	.55		2386.00	4	420	30	6qt	25	1780		AMB "
April 1/74	QD-Local	AM Bray	1500	1530	.30		2386.30	1	180	25	6qt	25	1525		AMB "
" 3/74	QD-Local	AM Bray	18.50	19.20	.30		2387.00	1	180	22	6qt	25	15.00		AMB "
" 5/74	QD-Local	AM Bray	11.30	12.30	1.00		2388.00	1	180	20	6qt	25	1500		AMB "
" 14/74	QD-Local	AM Bray	11.00	12.30	1.30		2389.30	2	360	15	5qt	25	1665		AMB "
" 16/74	QD-Local	AM Bray	11.45	12.45	1.00		2390.30	1	180	30	6qt	25	1560		AMB "
" 20/74	QD-DN	AM Bray	09:15	11.30	2.15		2392.45	2	320	25	6qt	80	1760		AMB "
" 21/74	DN-QD	AM Bray	16.45	19.30	2.45		2395.30	2	320	30	6qt	100	1860		AMB "
" 23/74	QD-Local	AM Bray	11.15	12.15	1.00		2396.30	1	180	30	6qt	10	1500		AMB "
" 25/74	QD-Local	AM Bray	20.00	21.30	1.30		2398.00	2	360	25	6qt	10	1650		AMB "
" 27/74	QD-Local	AM Bray	19.00	20.30	1.30		2399.30	3	420	30	6qt	10	1750		AMB "
" 28/74	QD-DN	AM Bray	18.30	20.30	2.00		2401.30	1	180	25	6qt	10	1500		AMB "
" 28/74	DN-	AM Bray	21.25	23.25	2.00		2403.30	1	180	30	6qt	10	1500		AMB "
" 29/74	DN-BR	AM Bray	11.45	13.00	1.15		2404.45	1	180	25	6qt	10	1500		AMB "
" 29/74	BR-DN	AM Bray	14.45	16.00	1.15		2406.00	1	180	20	6qt	10	1500		AMB "
" 29/74	~~BR-DN~~ DN-BR	AM Bray	21.30	2230	1.00		2407.00	1	180	30	6qt	10	1500		AMB "
" 29/74	BR-DN	AM Bray	22.45	2345	1.00		2408.00	1	180	15	6qt	10	1500		AMB "
" 30/74	DN-Local	AM Bray	21.30	23.00	1.30		2409.30	1	180	20	6qt	10	1450		AMB "
MAY 1/74	DN-SWAN RIVER	AM Bray	15.30	18.00	2.30		2412.00	1	180	30	6qt	10	1500		AMB "
" 5/74	SWAN RIVER-QD	AM Bray	13.30	14.30	1.00		2413.00	1	180	20	6qt	10	1450		AMB "
" 13/74	QD local	T. Lamb	18:00	18:30	.50		2413.50	2	280	30	5qt	10	1500		T. Lamb WG-P912
[illegible]	[illegible]	T. Lamb	[illegible]	[illegible]	.35		2414.25	2	280	30	5qt	10	1500	Oil changed to E100	T. Lamb "

JOURNEY 1. DATE	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL. Qt.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
	BROUGHT FORWARD →														
May 21/74	Neepawa - DN	T. Lumb	19:00	20:00	1.0		2420.50	2	280	30	6	100	1800		T. Lumb WG-P-9121
May 25/74	DN - QD	"	17:00	18:30	1:30		2422.0	3	220	30	6	10	1500		T. Lumb "
" 27/74	QD local	"	11:00	12:00	1:00		2423.	3	250	30	6	10	1633		T. Lumb "
June 7/74	QD - Swan R	"	11:30	12:30	1:00		2424	3	250	30	6	10	1633		T. Lumb "
June 8/74	Swan - QD	"	18:00	19:30	1:30		2425.5	1	125	30	6	10	1500		T. Lumb "
" 12/74	QD local	"	20:00	20:30	:5		2426.	2	250	20	6	10	1625		T. Lumb "
" 23	QD - Flin Flon	"	11:00	11:20	:20		2426.3	4	550	30	6	10	1900		T. Lumb "
23	Flin Flon - QD	"	15:00	15:40	:40		2427	4	550	26	6	10	1880		T. Lumb "
July 3/74	QD local	"	15:00	15:20	20		2427.3	2	305	26	6	10	1630		T. Lumb "
" 5 "	QD - Minnedosa	"	12:00	14:25	2:25		2429.7	3	250	30	6	100	1780		T. Lumb "
" 7 "	Minnedosa - QD	"	13:00	15:25	2:25		2432.1	3	250	30	6	100	1780		T. Lumb "
" 29 "	QD - local	"	17:00	18:00	1:00		2433.1	2	250	30	6	10	1633		T. Lumb "
Aug 2/74	QD - Saskatoon	"	16:00	18:15	2:15		2435.35	3	280	30	6	100	1800		T. Lumb "
" 3 "	Sask - P.A.	"	13:10	14:10	1:00		2436.35	1	125	30	6	30	1555		T. Lumb "
" 3 "	P.A. - QD	"	14:30	16:30	2:00		2438.35	1	125	23	6	30	1505		T. Lumb "
" 7 "	QD local NIGHT	"	22:00	23:00	1:00		2439.35	3	300	14	6	10	1612		T. Lumb "
" "	QD - circuits	"	16:00	16:20	:20		2440.	1	125	10	6	10	1450		T. Lumb "
" 16 "	QD - WPG	"	14:00	17:00	3.0		2443.	1	125	30	6	100	1650		T. Lumb "
" 16 "	WPG - St. A	"	18:30	19:50	:20		2443.3	1	125	30	6	100	1650		T. Lumb "
" 17 "	St. A. WPG	"	19:00	19:15	:15		2443.5	1	125	26	6	100	1645		T. Lumb "
" 17 "	WPG - Morden	"	20:00	20:45	:45		2444.3	3	260	26	6	200	1800		T. Lumb
" 25 "	Morden - DN	"	16:00	18:00	2.0		2446.33	3	260	30	6	200	1800		T. Lumb "
" 26 "	DN - QD	"	7:30	10:00	2.6C		2449	3	260	30	6	200	1800		T. Lumb "
Sept 4/74	QD local	"	18:00	18:15	:15		2449.25	3	475	10	6	10	1690		T. Lumb "
Oct 6/74	QD - SWAN RIVER	"	8:30	9:45	1:15		2450.5	2	300	30	6	10	1630		T. Lumb "
Oct 6/74	SWAN River - QD	"	12:30	1:45	1:15		2451.75	2	300	22	6	10	1680	Oil changed to W-65	T. Lumb "
Dec 26/74	QD local	"	18:30	19:00	:30		2452.25	4	550	30	6	10	1900		T. Lumb "
Dec 27/74	QD - local	"	15:00	15:45	:45		2453.0	2	300	25	6	10	1580		T. Lumb "
Dec 29/74	QD - local	"	14:30	15:30	1.0		2454.0	4	500	20	6	10	1750		T. Lumb "
[illegible]	QD - Morden	"	7:15	11:45	3.5		2457.5	1	120	30	6	10	1500	Ferry flight Recover	T. Lumb
LEIGH SARNE 7K E.L.T. INSTALLED														I hereby Certify I have completed the nearest equivalent to a ... Hr. periodic inspection of the aircraft de...	

JOURNEY 1. DATE 1975-76	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL. Qt.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
	BROUGHT FORWARD →						2457.5							I hereby certify I ... this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	
Sept 6/75	Local		14:00	14:30	:30		2458	1							[illegible]
Sept 25/75	Morden - local	T. Lumb	18:00	18:30	.5		2458.5	2	300	10	6	10	1530		T. Lumb WG-P-9121
" 26	Morden - Mdosa	" "	7:00	9:00	2		2460.5	1	150	30	6	50	1580		T. Lumb "
26	Mdosa - QD	" "	13:00	15:20	2.3		2462.8	1	150	20	5	50	1523		T. Lumb "
28	QD - local	" "	14:10	14:20	.20		2463	2	320	15	5	10	1650		T. Lumb "
Oct 13	QD - local	" "	18:00	19:00	1.0		2464.	3	380	30	5	10	1750		T. Lumb "
" 15	QD - local	" "	18:00	18:30	.5		2464.5	4	560	25	5	10	1940		T. Lumb "
" 16	QD - Swan R	" "	16:00	17:00	1.		2465.5	1	150	30	5	10	1575		T. Lumb "
" 17	Swan QD	" "	9:30	10:30	1.		2466.5	1	150	30	5	10	1575		T. Lumb "
" 18	QD - WG	" "	15:30	19:00	3.5		2470.0	2	350	30	5	25	1760		T. Lumb "
" 24	WG - QD	" "	15:30	19:00	3.5		2473.5	1	150	30	5	25	1585		T. Lumb "
" 29	QD - Regina	" "	12:30	16:00	3.5		2477	2	300	30	5	30	1760		T. Lumb "
Nov 1	Regina - QD	" "	9:30	11:45	2.25		2479.25	2	300	30	5	30	1760		T. Lumb "
Dec 6	QD - local	" "	12:00	12:30	.5		2479.75	1	150	30	5	30	1585		T. Lumb "
" 24	QD - Morden	" "	11:30	14:45	3.25		2483.	3	250	30	5	100	1750		T. Lumb "
" 26	Morden - local	" "	14:00	15:00	1.		2484.	2	280	30	5	30	1720		T. Lumb "
" 27	" "	" "	16:00	16:30	.5		2484.5	1	130	30	5	30	1600	Oil Changed - Shell 65W	T. Lumb "
1976															
Jan 3/76	Morden - QD	" "	12:00	15:30	3.5		2488.0	3	250	30	6	100	1750		T. Lumb "
Feb 8	QD local	" "	14:00	15:00	1.0		2489.0	1	130	10	5	50	1510		T. Lumb "
April 6	QD - local	" "	18:30	19:00	.5		2489.5	1	130	20	5	50	1580	Oil Changed - W-100	T. Lumb "
June 4	QD - local	" "	18:00	18:30	.5		2490.	1	130	25	5	50	1590		T. Lumb
" 8	QD - Morden.	" "	17:00	20:00	3.0		2493	1	130	30	6	50	1600		T. Lumb "
" 14	Mord - WG	" "	9:00	9:30	.5		2493.5	1	130	30	6	50	1600		T. Lumb "
" 15	WG - QD	" "	17:00	20:00	3.0		2496.5	1	130	30	6	50	1600		T. Lumb "
July 16	QD - PA ret.	" "	17:00	20:30	3.5		2500.0	3	250	30	6	100	1750		T. Lumb "
July 17	QD - Sturgeon L	" "	12:00	12:30	.5		2500.5	1	130	30	6	50	1600		T. Lumb "
" 18	Sturgeon - QD	" "	18:00	18:30	.5		2501.	1	130	25	6	50	1570		T. Lumb "
Sept 6	QD - Corm - Moose L - QD	" "	10:00	11:00	1.0		2502	2	260	30	6	50	1750		T. Lumb
" 6	QD - Morden	" "	16:00	19:30	3.5		2505.5	1	130	30	6	50	1600	I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.	[illegible]
Sept 6/76	E.L.T. INSTALLED						2505.5								T. Lumb [illegible]
Sept 14/76	Morden WG		13:00	13:30	.5		2506	1	130	30	6	50	1600		T. Lumb

1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. REMARKS: DEFECTS & AIRWORTHINESS CERTIFICATION	14. SIGNATURES: PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1976/77					BROUGHT FORWARD →		2508.5								
Oct 17	QD - DN	T. Lumb	1730	1900	1.5		2510.	2	300	30	5	50	1800		[signature] WG-P.9121
" 18	DN - QD	"	1600	1730	1.5		2511.5	2	300	30	6	50	1800		[signature] "
" 23	QD - Morden	"	1600	1900	3.0		2514.5	3	450	30	6	50	1950	Oil Changed to W-65	[signature] "
" 24	Morden - QD	"	900	1230	3.5		2518.0	3	450	30	6	50	1950		[signature] "
Oct 31	QD - local	"	1000	1030	.5		2518.5	2	180	15	6	50	1580		[signature] "
Nov 15	" "	"	1100	1200	1.0		2519.5	2	180	12	6	50	1590		[signature]
1977															
Jan 19	QD - local	"	1300	1400	1.0		2520.5	2	300	30	6	50	1800		[signature] WG-P.9121
Feb 2	" "	"	1200	1300	1.0		2521.5	2	300	22	6	50	1870		[signature] "
Feb 13	QD-F.F.-Sturg-QD	"	1100	1230	1.5		2523.0	1	150	30	5	50	1600		[signature] "
Mar 12	QD - local	"	1200	1300	1.0		2524.0	2	300	20	6	50	1820		[signature]
April 24	QD - Swan R.	"	1100	1215	1.25		2525.25	4	580	25	6	10	1960		[signature] "
24	Swan - QD	"	1630	1715	.75		2527.	4	580	30	6	10	2000	AD. Amm. 39-2833. Ser. Bul. # 528	[signature] "
27	QD - Morden	"	1600	1900	3.0		2530.	4	500	30	6	50	1980	Oil Changed to W-100	[signature] "
28	~~QD~~ Mor - WG - Mor	"	1000	1100	1.0		2531.	1	150	30	6	20	1680		[signature] "
May 1	Mor - QD	"	1700	2030	3.5		2534.5	4	500	30	6	50	1980		[signature] "
June 27	QD - local	"	2100	2130	.5		2535.	1	150	30	6	50	1600		[signature] "
" 28	" "	"	2000	2015	.25		2535.25	1	150	30	6	50	1610		[signature] "
" 30	QD - BN	"	1600	1830	2.5		2537.75	4	500	30	6	50	1980		[signature] "
July 1	BN - Morden	"	1900	1945	.75		2538.50	4	500	30	6	50	1980		[signature] "
" 3	Morden - QD	"	1700	2030	3.5		2542.00	1	150	30	6	50	1650		[signature] "
" 21	QD - Morden	"	1300	1945	2.75		2544.75	1	150	30	6	50	1600		[signature] "
" 23	Morden - QD	"	1900	2215	3.25		2548.00	1	150	30	6	50	1600		[signature] "
" 29	QD - Ft. McMurray	"	1200	1630	4.50		2552.50	1	150	30	6	75	1625		[signature] "
30	Ft. M - Edson		1300	1730	3.5		2556.0	2	300	30	6	100	1850		[signature] "
31	Edson - Kelona		900	1300	5.00		2561.0	2	310	30	6	100	1850		[signature] "
Aug 2	Kelona - Edmonton		800	1300	6.0		2567.0	4	550	30	6	150	1950		[signature] "
" 3	Edmonton - QD		1115	1545	4.5		2572.5	4	550	30	6	150	1950		[signature] "
" 4	QD local		1800	1900	1.0		2573.5	1	150	20	6	100	1650	I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.	[signature]
26	QD - Morden		1700	2000	3.0		2576.5	4	350	30	6	150	[illegible]		[signature]
11/77			1200	1500	3.0		2576.5 2579.5								[signature] WG-P.9121

1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL. QT	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. REMARKS: DEFECTS & AIRWORTHINESS CERTIFICATION	14. SIGNATURES: PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1978					BROUGHT FORWARD →		2579.5								
Nov 16/77	QD local	T. LUMB	1215	1315	1.0		2580.5	2	300	30	6	110	1860	OIL CHANGED W-65	[signature] WG-P.9121
Jan 10/78	" "	"	1600	1630	.5		2581.	1	130	23	6	110	1560		[signature] " "
Mar 3/78	QD - Thomp - QD	"	900	1300	4.0		2585.	1	130	30	6	110	1590		[signature] " "
May 23/78	QD - Bdn - QD	"	500	1000	5.0		2590.	1	130	30	6	110	1590	OIL CHANGED W-100	[signature] " "
May 27	QD - Ed	"	800	1330	5.5		2595.5	4	350	30	6	150	1950		[signature]
June 3	Ed - Ft. McMurray	"	1100	1300	2.0		2597.0	4	350	30	6	150	1950		[signature]
June 4	Ft. M. - Vermillion	"	6 45	9 15	2.5		2599.5	1	130	30	6	120	1600		[signature] "
" 4	Verm - Biggar - P.A.	"	1100	1330	2.5		2601.	1	130	30	6	120	1600		[signature] "
" 4	P.A. - QD	"	1400	1530	1.5		2602.5	1	130	30	6	120	1600		[signature]
July 22	QD - local	"	1800	1830	.5		2603.0	2	265	30	6	50	1670		[signature] "
Aug 2	QD - Regina	"	930	1200	2.5		2605.5	1	130	30	6	50	1530		[signature]
" 2	Regina - QD	"	1830	2230	3.5		2609.0	1	130	30	6	50	1530	I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.	[signature] "
5 Sept 78	–	–	–	–	–		2609.0								[signature]
Nov 12	QD - local	T. LUMB	1300	1400	1.0		2610.0	1	130	25	6	50	1500		[signature] WG-P.9121
1979															
April 6	QD - BN	T. LUMB	7:30	10:00	2.5		2612.5	1	130	30	6	50	1530		[signature] WG-P.9121
" 9	BN - QD	"	1430	1700	2.5		2615.	1	130	30	6	50	1530		[signature] "
" 16	QD - Gimli - QD	"	10:30	1730	5.5		2620.5	2	265	30	6	50	1670	OIL CHANGED W-100	[signature]
" 25	QD - Eastmalle - QD	"	13:30	15:00	1.5		2622.0	2	265	30	6	50	1670		[signature]
May 15	QD - Thompson - QD	"	11:30	1500	3.5		2625.5	1	130	30	6	50	1530		[signature] "
June 9	QD - Th - Lynn L.	"	1100	1430	3.5		2629.0	3	450	30	6	280	1980		[signature] "
" 10	Lynn - QD	"	1030	1200	1.5		2630.5	3	450	30	6	80	1580		[signature]
July 4	QD - DN	"	930	1100	1.5		2631.0	2	260	30	6	50	1665		[signature]
" 4	DN - Rob - Swan R	"	1330	1500	1.5		2632.5	2	260	20	6	50	1665		[signature]
" 4	Swan R - QD	"	1630	1730	1.0		2633.5	2	260	30	6	50	1665		[signature]
" 12	Local	"	1300	1330	.5		2634.	1	120	20	6	50	1500		[signature]
" 13	QD - BN	"	800	1030	2.5		2636.5	4	350	30	6	150	1950		[signature]
15	BN - QD	"	2200	2430	2.5		2639.0	1	130	30	60	80	1530		[signature]
" 19	QD - Morden	"	1700	1900	3.0		2642.0	1	130	30	6	80	1530		[signature]
" 24	Mord - BN - QD	"	900	1230	3.5		2645.5	1	130	30	6	80	1530		[signature]
Aug 28	QD - Roblin - QD	"	1530	1630	3.5		2649.0	2	280	30	6	80	1850		[signature]
					TOTAL THIS PAGE										

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1979					BROUGHT FORWARD →		2649.0								
Sept 79	–	–					2649.0							I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.	E. Helps [illegible]
Sept 12	QD-WPG	T. LUMB	1600	1900	3.0		2652.0	1	130	30	6qt.	110	15[illegible]0	I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	[signature] WGP9121
" 14	Wpg-QD	T. LUMB	1200	1500	3.0		2655.0	1	130	30	6qt.	110	[illegible]		[signature] " "
Nov 20	QD-Pukatow.-ret.	" "	1900	1800	1.0		2656.0	1	130	30	6qt.	110	1590	OIL CHANGED to W 65	[signature] "
Feb 17/80	QD-local	" "	1500	1600	1.0		2657.0	2	175	20	6qt.	110	1580		[signature] " "
Feb 23/80	QD-Brandon	" "	1000	1230	2.5		2659.5	2	300	30	6qt.	150	1800		[signature] " "
" 24 "	Brandon-QD	" "	1130	1400	2.5		2662.0	2	300	30	6	150	1808		[signature] " "
Feb 29	QD-DN	" "	1600	1800	2.0		2664.0	2	300	30	6	150	1800		[signature] " "
Mar 1	DN-Gladstone	" "	1200	1230	.5		2664.5	2	300	30	6	150	1800		[signature] " "
Mar 1	Gladstone-QD	" "	1530	1730	2.0		2666.5	2	300	30	6	150	1800		[signature] " "
" 20	QD-Thompson-Rt	" "	930	1300	3.5		2670.0	3	450	30	6	150	1950		[signature]
April 3	QD-Thompson	" "	1630	1800	1.5		2671.5	1	150	30	6	150	1550		[signature] " "
" 3	Thompson-QD	" "	2300	100	2.0		2673.5	1	150	30	6	150	1550	OIL CHANGED to W 100	[signature] " "
9	QD-Thompson	" "	900	1030	1.5		2675.	1	150	30	6	150	1550		[signature] " "
9	Thompson-QD	" "	1600	1730	1.5		2676.5	1	150	30	6	150	1550		[signature] " "
10	QD-Leaf R.	" "	1630	1830	2.0		2678.5	1	150	30	6	150	1550		[signature] " "
10	Leaf R.-QD	" "	2230	2400	1.5		2680	1	150	30	6	150	1550		[signature] " "
MAY 6	QD-Lynn Lake	" "	1630	1830	2.0		2682.	1	150	30	6	150	1550		[signature] " "
" 7	Lynn L.-QD	" "	830	1030	2.0		2684.	1	150	36	6	150	1551		[signature] " "
" 19	QD-SWAN R.	" "	730	830	1.0		2685.	1	150	30	6	0	1401		[signature] " "
" 19	Swan-QD	" "	1130	1230	1.0		268[illegible]	4	600	16	6	20	1970		[signature] " "
June 23	QD-Morden	" "	1200	1500	3.0		2690.	1	150	80	6	20	1450		[signature] " "
~	–	–	–	–	–		2690.0	–	–	–	–	–	–	–	–
25 June 80	Wing Lift Strut Forks Magnafluxed in accordance with emergency A.W.D. by Standard Aero							S.H. Wpg	–	–	–	–	–	–	–
	I certify that all applicable requirements stated in the E+I manual have been met and							the aircraft is determined to be airworthy							E. Helps [illegible]
June 26/80	Morden-QD	T. LUMB	1800	2100	3.0		2693.0	1	150	30	6	20	1450		[signature] WGP9121
July 20/80	QD local	"	1630	1730	1.0		2694.0	3	230	30	6	20	1540		[signature] " "
" 25	QD-Swan R-QD	"	730	930	2.0		2696.0	2	300	30	6	20	1600	OIL CHANGED - W 100	[signature] " "
" 30	QD-Saskatoon	"	630	9:00	2.5		2698.5	3	380	30	6	50	1860		[signature] " "
" 30	Saskatoon-QD	"	1030	1200	1.5		2700.0	2	280	30	6	20	1730		[signature] " "
Aug 27	QD-Edmonton	"	1130	430	5.0		2705.0	1	130	30	6	20	1220		[signature] " "
" 31	Ed-QD	"	100	600	5.0		2710.0	2	280	30	6	50	1860		[signature] " "
~~Sept 2~~	~~QD-Morden~~	"													
		TOTAL THIS PAGE													

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL. QT	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1980					BROUGHT FORWARD →		2710.0								
Sept 5/80	ccI: I certify that all applicable requirements stated in the E+I manual							have been met and the a/c is determined						to be airworthy	E Helps [illegible]
1981															
April 29/81	Local QD	T. LUMB	1700	1800	1.0		2711.0	1	150	30	6	20	1900	OIL CHANGED TO W100	[signature] WGP9121
MAY 0[illegible]/81	QD-BN	"	1600	1820	2.33		2713.33	1	150	30	6	50	1950		[signature] " "
MAY 7	BN-QD	"	1700	1810	2.17		2716.0	1	150	30	6	50	1950		[signature] " "
June 21	QD-WPG	"	1630	1930	3.0		2719.0	1	150	30	6	50	1450		[signature] " "
Aug 16	MORDEN				0.6		2719.6	1							[signature] " "
[illegible] Aug 81	ccI: I certify that all applicable requirements stated in the E+I manual have been met							and the aircraft is determined						to be airworthy	E Helps [illegible]
Sept 6	Winnipeg	T. LUMB	1600	1630	.5		2720.1	1	150	25	6	50	1420		[signature] WGP[illegible]
11	QD	" "	1600	1920	3.4		2723.5	4	400	30	6	100	1900		[signature] " "
13	Morden	" "	1430	1700	2.5		2736.0	4	400	30	6	100	1900		[signature] " "
Nov 7	"	" "	1400	1430	.5		2736.5	2	200	10	5	50	1902	OIL CHANGED to W 65	[signature] " "
May 8/82	"	" "	1600	1630	.5		2737.0	2	200	20	5	50	1850		[signature] "
July 10/82	"	" "	1700	1800	1.0		2738.0	2	200	20	5	50	1450		[signature]
~~July~~ Aug 17/82	"	C. Pentland	20:10	21:10	1.0		2739.0	2	300	20	5	50	1550		Pentland WGP11767
2 Sept 82	ccI: I certify that all applicable requirements stated in the E+I manual have been met and the a/c is determined													to be airworthy	E Helps [illegible]
Sept 5/82	MORDEN	C. PENTLAND	15:10	15:25	.2		2739.2	1	125	15	5	50	1[illegible]	I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	Pentland WGP11767
April 23/83	"	T. LUMB	1300	1400	1.0		2740.2	2	250	15	5	50	1[illegible]		[signature] WGP9121
4 Sept 83	ccI: I certify that all applicable requirements stated in the E+I manual have been met and the a/c is determined airworthy														E Helps [illegible]
4 Sept 83	MORDEN LOCAL	E. HELPS			0.3		2740.5	1	150	30	6	–		I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	E Helps [illegible]
	–	–	–	–	–	–	–	–	–	–	–	–			Pentland WGP11767
25 Sept 83	" "	C. PENTLAND 28037	13:55	14:20	0.4		2740.9	2	250	25	6qts	–			E Helps [illegible]
27 Oct 83	" "	E. HELPS	10:50	11:15	0.4		2741.3	2	220	22	6qts	–			E Helps
"	" "	E. HELPS	13:55	14:25	0.5		2741.8	4	640	19	6	–			E Helps
31 Mar 84	GIMLI	E. HELPS	11:45	12:35	1.1		2742.9	2	230	30	6	–			E Helps
"	MORDEN	E. HELPS	13:50	14:45	0.9		2743.8	3	450	22	6	–			[signature] WGP9121
May 26/84	" Local	T. LUMB	8:00	9:00	1.0		2744.8	2	2[illegible]	20	6	–		I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and it is airworthy.	
30 May 1985	[illegible] for C of A	RENEWAL (GRANTED)	–		–		2744.8								E Helps [illegible]
															E Helps [illegible]
30 May 85	I certify that all applicable requirements stated in the E+I manual have been							met and the aircraft is determined						to be airworthy. I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	
30 May 85	MORDEN LOCAL	E. HELPS.	10:10	10:18	0.3	0.3	2745.1	1	155	14	6	–	1500		E Helps [illegible]
14 Aug 85	" "	T. LUMB	19:30	20:00	.5	.5	2745.6	2	180	25	6				[signature] WGP9121
		TOTAL THIS PAGE					274[illegible]								

JOURNEY 1. DATE 1985/86	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					2745.6								
Aug 24	MORDEN LOCAL	T. LUMB	1430	1530	1.0	1.0	2746.6	2	220	22	6	10	1500		[signature] WGP9121
Nov. 10	" "	" "	1350	1450	1.0	1.0	2747.6	2	220	18	6	10	1490		
28 June 86	CCI C of A RENEWAL - EXPIRED						2747.6							I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and is airworthy.	Elgin Helps XDM 684
29 June 86	MORDEN LOCAL	E. HELPS	11:00	11:20		0.3	2747.9							I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	E. Helps XDP 12693
29 June 86	I certify that all applicable requirements stated in the E + I manual have been met and the aircraft is determined to be airworthy														Elgin Helps XDM 684
25 Aug 86	MORDEN LOCAL	E. HELPS	14:15	14:35		0.3	2748.2	2	320	22	1	10	1600		E. Helps XDP 12693
Sept 10/86	" "	T. LUMB	15:20	15:50		.5	2748.7	2	300	20	6	10	1580		[signature] WGP9121
Oct 20/86	MORDEN - STONEWALL	T. LUMB	9:10	10:10		1.0	2749.7	1	150	28	6	20	1440		[signature] "
" 22/86	Stonewall-Local	"	16:30	17:00		.5	2750.2	2	200	15	6	20	1490		[signature] "
July 27/87	100 HR for C of A RENEWAL (EXPIRED)		-	-		.	2750.2							I hereby Certify I have completed the nearest equivalent to a ...100.... Hr. periodic inspection of the aircraft described herein and it is airworthy.	Elgin Helps XDM 684
July 27/87	STONEWALL	T. LUMB				0.2	2750.4	1						I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	[signature]
July 27/87	I certify that all applicable requirements stated in the E + I manual have been met and the aircraft is determined to be airworthy														Elgin Helps XDM 684
Aug 15/87	Stonewall - Wpg Int.	T. LUMB	1900	1930	.5	.5	2750.9	2	200	30	6	20	1490		[signature]
Aug 26	Stonewall - Selkirk int	T. LUMB	1900	20:00	1.0	1.0	2751.9	3	350	30	6	20	1600		[signature]
Sept 11	Stonewall - Woodland - int.	"	1700	17:40	.6	.6	2752.5	3	350	25	6	20	1600		[signature]
Oct 7	Stonewall local	"	17:30	18:00	.5	.5	2753.	2	225	20	6	20	1400		[signature]
Oct 16	" "	"	1800	1830	.5	.5	2753.5	2	225	15	6	20	1380		[signature]
April 3/88	Stonewall local	"	1600	1700	1.0	1.0	2754.5	2	225	25	6	20	1490		[signature]
May 10/88	Stonewall - Warren - int.	"	1200	13:00	1.0	1.0	2755.5	2	225	20	6	20	1400		[signature]
9 Aug 88	CCI						2755.5							I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and is airworthy.	E. Helps XDM 684
9 Aug 88	STONEWALL LOCAL	E. HELPS				0.2	2755.7	1						I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, power plant and landing gear, etc. were equivalent to the standard of the type.	E. Helps XDP 12693
9 Aug 88	I certify that all applicable requirements stated in the E + I manual have been met and the aircraft is determined to be airworthy														E. Helps XDM 684
Oct 4/88	Stonewall-local	T. LUMB	1630	1730	1.0	1.0	2756.7	1	225	16	6	20	1380		[signature] WGP9121
April 3/89	" "	"	1210	1240	.5	.5	2757.2	1	225	16	6	20	1330		[signature] "
May 16/89	" "	"	1700	1730	.5	.5	2757.7	1	225	25	6	20	1430		[signature] "
4 Aug 89	ANNUAL AIRWORTHINESS INFO. REPORT SUBMITTED AS PER AWM CHAPTER 507(F)				-	-	-							I certify I have inspected this aircraft in compliance with the Condition and Conformity Inspection procedure prescribed in the Engineering and Inspection Manual and is airworthy.	Elgin Helps XDM 684
		TOTAL THIS PAGE			-	-	2757.7								

JOURNEY 1. DATE 1989/90	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					2757.7								
Aug 21/89	MORDEN	T. LUMB	1700	1800	1.0	1.0	2758.7	1	120	20	6	20	1400		[signature] WGP9121
Aug 22	" LOCAL	"	1200	13.00	1.0	1.0	2759.7	3	260	30	6	20	1580		[signature] "
23	Stonewall	"	1900	2000	1.0	1.0	2760.7	3	240	22	6	20	1560		[signature] "
Oct 21	" local	"	1700	1800	1.0	1.0	2761.7	2	200	16	6	20	1550		[signature] "
" 27	" "	"	1730	1830	1.0	1.0	2762.7	3	350	12	6	20	1680		[signature] "
1990															
May 15	Stonewall local	T. LUMB	1800	1830	.5	.5	2763.2	2	225	20	6	20	1540		[signature] WGP9121
May 30	" "	"	1900	2000	1.0	1.0	2764.2	2	230	16	6	20	1520		[signature] "
June 30	Morden	"	1700	1745	.75	.75	2765	1	150	25	6	20	1500		[signature] "
July 16	Stonewall	"	1900	1945	.70	.70	2766.7	1	150	30	6	20	1550		[signature] "
July 18	" local	"	2000	2020	.30	.30	2767	2	300	20	6	20	1650		[signature] "
July 30	St. Francis	"	20:00	20:30	.50	.50	2767.5	1	150	20	6	20	1500		[signature]
							2766.5	Time correction 1 hr. less June 30/90 entry							
Aug 10/90														I hereby certify that I have completed the nearest equivalent to a .... hour periodic inspection of aircraft described herein and certify the aircraft to [illegible]. Sig. AME JOE SKAVINSKI DATE Aug 10/90 WGM05181B	[signature]
AUG 28.90	LYNCREST	W. BIRCH	19:50	20:20	.5	.8	2767.0	1	180	30	1.5	10	1561		W. Birch WGP 7258
SEPT. 2	ZHODA	"	9:45	10:27	.7	.9	2767.7	1	180	24	1.5	10	1518		W. Birch
" 2	LYNCREST	"	11:08	11:52	.7	.9	2768.4	1	180	20	1.5	10	1475		W. Birch
" 2	LYNCREST	K Copp	19 45	20 43	1.0	1.3	2669.4	2	~~320~~	30	1.5	10	1701		K Copp WGP [illegible]
SEPT 3	STEINBACH ~~LYNCREST~~	K Copp	11 29	11 57	.5	.6	2669.9	3	440	23	1.5	10	1761		K Copp
" 3	LYNCREST	K Copp	14 21	14 42	.3	.5	2670.2	3	440	15	1.5	10	1705		K. Copp WGP [illegible]
" 5	"	W. BIRCH	19:20	20:22	1.0	1.2	2671.2	1	180	30	1.5	10	1561		W. Birch
" 7	"	K Copp	19 28	20 21	.9	1.0	2672.2	3	530	23	1.5	10	1861		K Copp
" 8	"	W. BIRCH	19:43	20:06	.4	.8	2672.6	3	442	30	1.5	10	1823		W. Birch
" 10	"	W. BIRCH	18 21	19 39	1.0	1.2	2673.6	3	540	25	1.5	10	1886		W. Birch
" 14	"	K Copp	19 24	19 51	.5	.6	2674.1	1	140	30	1.5	10	1531		K Copp
" 16	Beausejour	K Copp	8 53	9 22	.5	.6	2674.7	4	660	26	1.5	10	2000		K Copp
		TOTAL THIS PAGE					2674.7								

14

JOURNEY 1. DATE	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
[illegible]															

15

JOURNEY 1. DATE	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1990		BROUGHT FORWARD →					2696.7								
Oct. 21	ALTONA	W. BIRCH	14:17	15:05	·8	·9	269[illegible].5	180		26	1.5	10	1933		W. Birch WCP 7255
" 21	LYNCREST	"	15:24	15:55	·5	·7	269[illegible].0	180		19	1.5	10	1867		W. Birch
" 28	MANITOU	"	09:43	10:48	1.1	1.4	269[illegible].1	4	480	30	1.5	10	1861		W. Birch
" 28	LYNCREST	"	12:46	13:31	·8	1.0	2698.9	4	480	20	1.5	10	1791		W. Birch
Nov 11	Zoda	K Copp	14:08	14:34	·4	·5	~~2699~~ 2699.3	4	565	25	1.5	10	1911		K. Copp
" 11	LYNCREST	K Copp	15:32	16:06	·6	·7	2699.9	4	565	19	1.5	10	1865		K. Copp WCP [illegible]
" 17	WARREN	W. BIRCH	10:09	10:47	·6	·8	2700.8	2	360	30	1.5	10	1713		W. Birch
" 17	LYNCREST	"	12:22	13:03	·7	·8	2701.2	2	360	24	1.5	10	1671		W. Birch
1991 MAR 19	ST. ANDREWS	"	09:37	09:48	·2	·4	2701.4	1	180	26	1.5	10	1583		W. Birch
" 20	GIMLI	K Copp	10:44	11:09	·5	·7	2701.9	2	320	25	1.5	10	1666		K. Copp
" 20	ST ANDREWS	K. Copp	11:39	12:07	·5	·6	270[illegible].4	2	320	21	1.5	10	1638		K. Copp
" 24	STEINBACH	K Copp	10:50	12:35	1.7	1.9	2704.1	4	620	20	1.5	10	1831		K. Copp
" 24	~~GIMLI~~ ST ANDREWS	K. Copp	14:25	14:50	·4	·5	2704.5	4	620	30	1.5	10	2001		K. Copp
April 7	STEINBACH	K. Copp	14:26	14:55	·5	·7	2705.0	2	320	30	1.5	10	1701		K. Copp
" 7	ST ANDREWS	K Copp	16:55	17:20	·4	·5	270[illegible].4	2	320	26	1.5	10	1678		K. Copp
" 9	TIME CORRECTION (SEE SEPT. 2/90)						2805.4								W. Birch
MAY 30	LYNCREST	W. BIRCH	13:30	13:52	·7	·9	2806.1	1	180	26	1.5	10	1533		W. Birch
JUNE 2	"	"	12:46	13:11	·4	·5	2806.[illegible]	1	180	22	1.5	10	1505		W. Birch
" 3	"	"	16:33	17:05	·5	·7	2807.0	1	180	18	1.5	10	1477		W. Birch
" 17	BALMORAL	"	20:18	20:48	·5	·7	2807.5	1	190	30	1.5	10	1578		W. Birch
" 17	LYNCREST	"	21:01	21:28	·4	·5	2807.9	1	190	25	1.5	10	1542		W. Birch
" 19	BEAUSEJOUR	"	19:34	20:02	·4	·5	2808.3	1	190	21	1.5	10	1514		W. Birch
" 19	LYNCREST	"	20:17	20:41	·4	·5	2808.7	1	190	17	1.5	10	1486		W. Birch
" 21	LYNCREST	"	20:40	21:02	·4	·5	2809.1	2	360	15	1.5	10	1642		W. Birch
" 22	MORDEN	"	08:26	09:11	·7	·8	2809.8	2	350	30	1.5	10	1638		W. Birch
" 22	GLADSTONE	"	09:23	10:05	·7	·8	2810.5	2	350	24	1.5	10	1576		W. Birch
" 22	GIMLI	"	10:39	11:31	1.0	1.1	2811.5	2	350	16	1.5	10	1520		W. Birch
" 22	ST. ANDREWS	"	12:35	13:02	·5	·6	2812.0	2	350	10	1.5	10	1478		W. Birch
" 22	LYNCREST	"	13:56	14:06	·2	·3	2812.2	2	350	7	1.5	10	1457		W. Birch
July 8	LYNCREST	K Copp	20:00	21:21	1.3	1.5	2813.5	2	320	30	1.5	10	1701		K. Copp
AUG 8	BLAIS	W. BIRCH	15:45	15:52	·1	·3	2813.6	1	180	30	1.5	10	1647		W. Birch
Aug 10		100 hr inspection Carried out					new	heat hoses installed							
							new	seals in nose wheel steering rods installed						Certified airworthy	W.K. Blais AME 67591
		TOTAL THIS PAGE													

JOURNEY 1. DATE	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.
Aug 10/91			BROUGHT FORWARD →				2813.6
AUG. 17.	LYNCREST	W. BIRCH	19:45	19:59	.2	.4	2813.8
" 18	GLADSTONE	"	09:30	10:34	1.1	1.2	2814.9
" 18	LYNCREST	"	12:00	13:01	1.0	1.2	2815.9
" 18	BEAMS	"	13:14	13:21	.1	.2	2816.0
" 20	LYNCREST	"	18:49	19:25	.6	.8	2816.6
" 24	ST. ANDREWS	"	08:09	09:23	1.2	1.4	2817.8
" 24	LYNCREST	"	10:44	10:59	.2	.4	2818.0
" 26	LYNCREST	K. Copp	18.12	18.33	.3	.5	2818.3
" 26	LYNCREST	K. Copp	18.40	19.05	.4	.5	2818.7
SEPT 2	AUSTIN	K. Copp	9.13	10.16	1.0	1.2	2819.7
" 2	LYNCREST	K. Copp	12.17	13.13	.9	1.0	2820.6
" 15	LYNCREST	K. Copp			1.0		2821.6
" 21	LYNCREST	K. Copp			.4		2822.0
OCT. 6.					.5		2822.5
" 9					.8		2823.3
" 18					1.0		2824.3
" 19					2.6		2826.9
DEC. 22		W. BIRCH			1.1		2828.0
1992 JAN. 4		"			1.2		2829.2
" 9		K. Copp			1.0		2830.2
MAR. 1		K. Copp			1.0		2831.2
APR 17		W. BIRCH			3.6		2834.8
MAY 7		W. BIRCH			3.0		2837.8
July 12/94	ST. ANDREWS	Installed and Tested Transponder and Altitude encoder					
		NARCO TRANSPONDER AT 50A	S/N	27[illegible]			
		ACK ALTO ENCODER	S/N	42938			
							2837.7
July 16/99	Aircraft	reassembled AD checked					
		modified lift struts installed					
		upper STC SA[illegible] 25 NM	[illegible]				
		attached [illegible]					
JULY 17/99	ST ANDREWS	W. BIRCH			1.0		2838.8
			TOTAL THIS PAGE				

RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
1	180	26	1.5	10	1533	TEST FLIGHT	W. Birch [illegible]
3	590	28	1.5	10	1939		W. Birch
3	590	20	1.5	10	1881		W. Birch
1	180	12	1.5	10	1323		W. Birch
1	180	26	1.5	10	1533		W. Birch
3	610	30	1.5	10	1898		W. Birch
3	610	20	1.5	10	1826		W. Birch
2	320	30	1.5	10	1701		K. Copp
2	320	28	1.5	10	1679		K. Copp
3	480	30	1.5	10	1781		K. Copp
3	480	23	1.5	10	1812		K. Copp
							K. Copp
							K. Copp
							W. Birch
							W. Birch
							W. Birch
							W. Birch
							W. Birch
							W. Birch
							K. Copp
							K. Copp
							W. Birch
							W. Birch
[illegible] drawings app# 2[illegible] W.B.							[illegible] M3[illegible]
Certified airworthy subject to a successful Test flight							A.R. Blair AME [illegible]
						TEST FLIGHT. Test flight ok	W. Birch M[illegible]

JOURNEY 1. DATE 1999	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.
			BROUGHT FORWARD →				2838.8
JULY 18	ST. ANDREWS	W. BIRCH				.5	2839.3
July 18	ST. ANDREWS	K. Copp				1.0	2840.3
" 19	YAV	W. BIRCH				1.0	2841.3
July 20	YAV	K. Copp				.5	2841.8
" 21	YAV	W. BIRCH				1.5	2843.3
" 22	YAV	W. BIRCH				.9	2844.2
" 23	YAV-JLS-YAV	W. BIRCH				1.2	2845.4
" 26	YAV	K. Copp				1.0	2846.4
" 27	YAV-CKG5-CKA4-YAV	W. BIRCH				3.0	2849.4
" 27	YAV	W. BIRCH				.7	2850.1
" 30	YAV	"				1.0	2851.1
AUG. 2	YAV	"				1.1	2852.2
" 7	YAV	"				.9	2853.1
" 8	YAV	"				.7	2853.8
" 9	YAV	"				1.1	2854.9
" 10	YAV	"				1.7	2856.6
" 11	YAV	"				.6	2857.2
" 12	YAV	"				.8	2859.0
" 13	YAV	"				.8	2859.8
" 14	YAV-JB3-YAV	"				1.3	2861.1
" 15th	YAV-CKZ7-YAV	K. Copp				1.5	2862.6
" 17	YAV	W. BIRCH				.9	2863.5
" 18	YAV	"				.7	2864.2
" 19	YAV-CJE7-YAV	"				2.1	2866.3
" 21	YAV-LYNCR-YAV	"				1.3	2867.6
" 21	YAV-LYNCR-YAV	K. Copp				.7	2868.3
" 25	YAV-GLENBORO-YAV	W. BIRCH				2.9	2871.2
" 28	YAV	"				1.0	2872.2
" 29	YAV-MORDEN-YAV	K. Copp				1.9	2874.1
SEPT. 1	YAV-McBEARY-YAV	W. BIRCH				2.9	2877.0
" 6	YAV-STEINBACH-YAV	K. Copp				1.1	2878.1
" 7	YAV	W. BIRCH				1.8	2879.9
" 15	YAV	K. Copp				.8	2880.7
			TOTAL THIS PAGE				2880.7

RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER

JOURNEY 1. DATE 1999	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	6. FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG. GAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					2880.7								
SEPT 26	YAV	K. COPP				.7	2881.4								
" 27	YAV-YCH-YAV	N. BIRCH				1.1	2882.5								
" 27	YAV	K. COPP				.7	2883.2								
OCT 2	YAV-PETAWE-YAV	W. BIRCH				1.4	2884.6								
" 6	YAV-TRETHEWEY-YAV	W. BIRCH				1.6	2886.2								
" 11	YAV	W. BIRCH				1.1	2887.3								
" 30	YAV-ZHOMA-YAV	N. BIRCH				.8	2888.1								
" 31	YAV-MACHESNEY-YAV	N. BIRCH				1.6	2889.7								
NOV 6	YAV-ZHOMA-YAV	K. COPP				1.4	2891.1								
" 12	YAV-ZHOMA-YAV	N. BIRCH				1.3	2892.4								
" 16	YAV	"				.8	2893.2								
" 21	YAV	K. COPP				.9	2894.1								
" 27	YAV-KILLARNEY-YAV	N. BIRCH				2.9	2897.0								
" 29	YAV-GIMLI-YAV	K. COPP				1.4	2898.4								
DEC 4	YAV-WINNIPEG-YAV	N. BIRCH				1.4	2899.8								
JAN 5	YAV	K. COPP				.5	2900.3								
FEB 2	YAV-BRANDON-YAV	K. COPP				1.3	2901.6								
MAR 12	YAV	K. COPP				.9	2902.5								
APR 8	YAV-GIMLI-YAV	N. BIRCH				1.0	2903.5								
" 16	YAV-WINNIPEG-YAV	K. COPP				.8	2904.6								
APR 25	YAV-YAV	K. COPP				1.2	2905.8								
MAY 3	YAV	W. BIRCH				.6	2906.3								
MAY 7	YAV	W. BIRCH				1.0	2907.3								
JUNE 2	YAV-ROBLIN-YAV	K. COPP				4.3	2911.6								
JULY 2	YAV-SWAN R.-YAV	W. BIRCH				3.9	2915.5								
" 5	YAV-GIMLI-YAV	K. COPP				1.1	2916.1								W. Birch 36082
JULY 21	CHANGED TO OWNER-MAINTENANCE CATEGORY						2916.1							REPLACED TAIL BRACE WIRES	W. Birch
AUG 4	100 HR. INSPECTION COMPLETED.						2918.1							REPLACED GAS GAUGE	
AUG 5	YAV-	W. BIRCH				.6	2916.7							TEST FLIGHT	W. Birch
AUG 7	YAV-AUSTIN-YAV	W. BIRCH				1.0	2917.7								
AUG 13	YAV-WINNIPEG-YAV	K. COPP				2.0	2919.7								
AUG 18	YAV-STEINBACH-YAV	W. BIRCH				1.5	2921.2								
		TOTAL THIS PAGE					2921.2								

Aircraft C-FZNR has been transferred to the Owner Maintenance category and complies with the requirements of CAR 507.03(6)

Date: JULY 21-00 Signature: W. Birch
Lic. No: PA 36082

Aircraft C-FZNR shall be maintained in accordance with Standard 625 Appendix B & C

Date: JULY 21-00 Signature: W. Birch
Lic. No: PA 36082

Aircraft C-FZNR has been transferred to the Owner Maintenance category and complies with the requirements of CAR 507.03(6)

Date: JULY 21-00 Signature: W. Birch
Lic. No: PA 36082

Aircraft C-FZNR shall be maintained in accordance with Standard 625 Appendix B & C

Date: JULY 21-00 Signature: W. Birch
Lic. No: PA 36082

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
2000						BROUGHT FORWARD →	2921.2								
AUG. 22	YAV-ESTERHAZY-YAV	W. BIRCH				4.7	2925.9								
OCT. 3	YAV - LOCAL	"				.7	2926.6								
" 6	YAV - LOCAL	"				.6	2927.2								
" 8	YAV-SHOAL L. YAV	"				4.2	2931.4							REPLACED OIL PRESS\TEMP WITH WESTACH QUAD.	W. Birch
" 11	YAV-ALTONA-YAV	"				1.8	2933.2								
" 12	YAV-STEINBACH-YAV	"				1.2	2934.4								
" 16	YAV-LYNCREST-YAV	K. Copp				.8	2935.2								
" 18	YAV-MACGREGOR-YAV	W. BIRCH				1.7	2936.9								
NOV. 3	YAV-LYNCREST-YAV	"				1.0	2937.9								
" 4	YAV-LYNCR-STB-YAV	"				1.2	2939.1								
" 24	YAV-GIMLI-YAV	"				1.3	2940.4								
" 25	"	"				1.3	2941.7								
" 27	"	"				1.4	2943.1								
2001 JAN. 10	YAV-LOCAL	"				.8	2943.9								
FEB. 3	YAV "	"				.2	2944.1								
APR. 30	YAV-GIMLI-YAV	"				1.1	2995.2								
MAY 12	YAV-LYNCREST-YAV	"				.7	2995.9								
MAY 12	" " "	"				.8	2996.7								
MAY 26	YAV-GIMLI-JB3-JL6-KZ-YAV	K. Copp				3.2	2999.9								
JUNE 2	YAV-GIMLI-YAV	W. BIRCH				1.0	3000.9								
" 3	YAV-SHOAL L.-YAV	"				3.4	3004.3								
" 8	YAV.	"				.8	3005.1								
" 9	YAV-STEINBACH-YAV	"				1.0	3006.1								
" 10	YAV-YBR-YAV	"				3.0	3009.1								
" 16	YAV-JB3-YAV	"				.9	3010.0								
" 17	YAV-KQ6-YQN-YAV	"				3.5	3013.5								
JUNE 23	YAV.	"				1.0	3014.5								
JULY 1	YAV-YAX-YAV	"				1.7	3016.2								W. Birch
AUG. 3	ANNUAL (100 HR) INSPECTION.						3016.2								
AUG. 7	TEST FLIGHT.					.5	3016.7								
AUG. 8						1.1	3017.8								
AUG. 12						2.0	3019.8								
[illegible]		K. B[illegible]				1.1	3020.9								

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
2001						BROUGHT FORWARD →	3020.9								
AUG. 16	YAV-YGM-YAV	K. Copp				1.0	3021.9								
" 18		W. BIRCH				2.0	3023.9								
" 19		"				.8	3024.7								
" 22		"				1.1	3025.8								
" 26		"				1.9	3027.7								
" 27		"				1.7	3029.4								
" 30		"				1.0	3030.4								
" 31		"				1.7	3032.1								
SEPT. 3		"				2.2	3034.3								
" 4		"				1.2	3035.5								
" 9		"				.7	3036.2								
" 14		"				6.5	3042.7								
" 15		"				1.6	3044.3								
" 16		"				4.5	3048.8								
" 20		"				.8	3049.6								
" 23		"				2.4	3052.0								
" 30		"				2.4	3054.4								
OCT. 4							3054.4							REPLACED BUSHINGS & 2 BOLTS IN NOSE GEAR TORQUE ARM	W. Birch
" –		"				2.3	3056.7								
" 12		"				1.1	3057.8								
" 13		"				1.6	3059.4								
" 14		"				.6	3060.0								
" 20		"				1.9	3061.9								
" 26		"				.9	3062.8								
" 29		"				1.3	3064.1								
NOV. 3		"				1.1	3065.2								
" 4		"				1.9	3067.1								
" 5		"				1.2	3068.3								
" 6		"				.8	3069.1								
" 9		"				1.0	3070.1								
" 11		"				2.8	3072.9								

SEPT. 23/01

FULL THROTTLE
LEVEL FLIGHT

RPM. - 2575
IAS - 125
OAT - 0°C
ALT. - 2200

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
2001	BROUGHT FORWARD →						3075.4								
NOV. 15		W. BIRCH				1.3	3076.7								
" 16		"				1.0	3077.7								
" 20		"				2.0	3079.7								
2002 APR. 11														2-MAIN WHEELS - REPLACED INNER WHEELS AND BRAKES	W. Birch
														WITH DISC BRAKES (USED PARTS) 2/NEW TIRES	
APR. 12		"				.7	3080.4								
" 13		"				1.0	3081.4								
" 20		"				.8	3082.2								
" 22		"												REMOVED HYDRASORBS, - CHECKED, CLEANED & PAINTED	W. Birch
														REPLACED SHOCK CORDS (108040)	
MAY 13		"				1.0	3083.2							PARK BRAKE - REPLACED SEALS	W. Birch
" 18															
" 18		"				.7	3083.9								
" 19		"				1.0	3084.9								
" 20		"				1.2	3086.1								
" 2		"				1.0	3087.1								
" 8		"				.8	3087.9								
" 13		"				1.0	3088.9								
" 14		"				1.4	3090.3								
" 15		"				1.9	3092.2								
" 30		"				1.6	3093.8								
JUNE 13		"				1.0	3094.8								
" 16		"				1.9	3096.7								
" 30		"				1.6	3098.3								
JULY 1		"				2.4	3100.7								
" 2		"				.6	3101.3								
" 6						.	3101.3							REPLACED OIL SCREEN WITH ADAPTOR & FILTER	W. Birch
" 10		"				1.6	3102.9								
" 14		"				3.1	3106.0								
" 18						.7	3106.7								
" 20						1.0	3107.7								
" 23						1.5	3109.2								
" 24						2.3	3111.5								
	TOTAL THIS PAGE														

JULY 8 - 2002
COMPRESSION TEST.
#1 80/70
#2 80/75
#3 80/78
#4 80/78

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
2002	BROUGHT FORWARD →						3111.5								
JULY 27		W. BIRCH				2.1	3113.6								
" 29		"				1.9	3115.5								
" 31							3115.5							Annual Inspection was carried out in accordance with STD 625 App B & C	W. Birch
AUG. 3		"				1.0	3116.5								36082
" 4		"				3.2	3119.7								
" 24		"				1.3	3121.0								
" 26		"				1.9	3122.9								
SEPT. 1		"				3.9	3136.8								
" 10		"				1.7	3138.5								
" 14		"				.6	3139.1								
OCT. 6.		"				2.5	3141.6								
" 13		"				3.3	3144.9								
NOV. 3		"				1.1	3146.0								
" 30		"				1.0	3147.0								
DEC. 7		"				.6	3147.6								
" 8		"				1.0	3148.6								
2003 MAR. 22		"				.7	3149.3								
" 28		"				1.6	3150.9								
" 31		"				.6	3151.5								
APR. 9		"				1.1	3152.6								
" 11		"				1.3	3153.9								
" 19		"				.7	3154.6								
" 21		"				1.2	3155.8								
" 25		"				.6	3156.4								
" 29		"				1.1	3157.5								
MAY 3		"				1.1	3158.6								
" 4		K. COPP				1.1	3159.7								K. Copp P341087
" 14		W. BIRCH				.8	3160.5							REMOVED ELT NARCO 10 INSTALLED ELT AK-450	W. Birch
MAY 16						.6	3161.1								
" 17		W. BIRCH				2.7	3163.8								
" 24		"				2.4	3166.2								
" 31		"				1.0	3167.2								
JUNE 1		A. BARTLETT													

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE 2003	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					3167.2								
JUNE 8		W. BIRCH				2.1	3169.3								
" 10		"				3.1	3172.4								
" 16		"				2.8	3175.2								
" 29		"				1.3	3176.5								
JULY 4		"				1.9	3178.4								
" 10		"				1.1	3179.5								
" 12		"				1.8	3181.3								
" 17		"				4.5 ~~2.7~~	3185.8								
" 17		H. WIEBE				3.6	3189.4								
" 18		W. BIRCH				2.4	3191.8								
" 19		"				6.7	3198.5								
							3198.5							Annual Inspection was carried out in accordance with STD 625 App B & C	W. Birch 36082
AUG. 1		W. BIRCH				.4	3198.9							TEST FLIGHT	
" 1		"				.9	3199.8								
" 2		"				1.3	3201.1								
" 4		"				.8	3201.9								
SEPT. 1		"				.7	3202.6								
" 7		"				2.2	3204.8								
" 14		"				1.5	3206.3								
OCT. 3		"				3.1	3209.4								
" 4		"				1.8	3211.2								
" 11		"				1.3	3212.5								
" 13		"				2.2	3214.7								
" 18		"				.8	3215.5								
NOV 1		"				1.5	3217.0								
" 11		"				2.0	3219.0								
" 15		"				1.0	3220.0								
" 19		"				1.6	3221.6								
" 20		"				1.0	3222.6								
2004 JAN. 7		"				1.2	3223.8							REMOVED PROPELLER - REPITCHED 60" BY CAN. PROP - REINSTALLED - W. Birch	
~~FEB. 28~~															
MAR 17		"				1.0	3224.8								
						1.1	3225.9								

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE 2004	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					3225.9								
MAY 17		W. BIRCH				1.1	3227.0								
JUN. 5		"				1.2	3228.2								
" 12		"				1.1	3229.3								
" 18		"				1.9	3231.2								
" 26		"				.3	3231.5								
" 30		"				1.1	3232.6								
JULY 1		"				.9	3233.5								
" 16		"				.8	3234.3								
" 16		"				1.8	3236.1								
" 18		"				1.5	3237.6								
" 22		"				2.0	3239.6								
							3239.6							Annual Inspection was carried out in accordance with STD 625 App B & C	W. Birch PA 36082
AUG. 9		"				.6	3240.2								
" 13		"				1.3	3241.5								
" 14		"				1.9	3243.4								
" 20		"				1.4	3244.8								
" 25		"				1.9	3246.7								
" 27		"				.8	3247.5								
" 30		"				1.2	3248.7								
SEPT 1		"				.4	3249.1								
" 10		"				2.4	3251.5								
" 11		"				.9	3252.4								
" 16		"				1.9	3254.3								
" 17		"				1.0	3255.3								
" 23		"				1.8	3257.1								
" 24		"				1.1	3258.2								
" 29		"				1.0	3259.2								
OCT. 4						2.6	3261.8								
" 10						1.1	3262.9								
NOV. 5						1.0	3263.9								
" 8						1.4	3265.3								
" 12						.5	3265.8								
" 18						1.1	3266.8								

JOURNEY 1. DATE 2004	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	6. FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD					3266.8								
NOV 26		W. BIRCH				.8	3267.6								
DEC 15		"				1.4	3269.0								
JAN 9		"				1.0	3270.0								
FEB 6		"				.6	3270.6								
" 11		"				1.0	3271.6								
" 12		"				1.1	3272.7								
MAR 26		"				1.1	3273.8								
APR 23		"				1.1	3274.9								
MAY 6		"				.6	3275.5								
" 23		"				1.7	3277.2								
JUNE 6		"				1.5	3278.7								
" 11		"				2.0	3280.7								
" 25		"				1.8	3282.5								
JULY 8		"				2.0	3284.5								
" 16		"				1.9	3286.4								
" 30		"				.5	3286.9								
AUG 3		"				.4	3287.3								
" 6		"				1.8	3289.1								
" 6		"				.5	3289.6								
" 18		"				.5	3290.1								
" 19		"				1.9	3292.0								
" 20		"				.6	3292.6								
" 28		"				1.9	3294.5								
SEPT 3		"				1.1	3295.6								
" 5		"				1.4	3297.0								
" 7		~~~~~~					3297.0							Annual Inspection was carried out in accordance with STD 625 App B & C	W. Birch PA36082
" 8		"				.6	3297.6							TEST FLIGHT	
" 11		"				~~1.7~~	3297.3								
" 18		"				1.6	3298.9								
" 21		"				1.0	3299.9								
" 22		"				1.1	3301.0								
" 24		"				.6	3301.6								
" 29		"				1.0	3302.6								
		TOTAL THIS PAGE													

JOURNEY 1. DATE 2006	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	6. FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD					3302.6								
SEPT 30		W. BIRCH				2.0	3304.6								
OCT 9		"				1.4	3306.0								
" 10		"				1.3	3307.3								
" 13		"				.9	3308.2								
" 15		"				2.0	3310.2								
" 22		"				1.0	3311.2								
" 26		C. KETT				1.4	3312.6								
" 27		"				1.2	3313.8								
" 29		"				1.5	3315.3								
NOV 3		W. BIRCH				0.9	3316.2								
" 6		C. KETT				1.2	3317.4								
" 11		R. COPP				1.0	3318.4								
" 12		W. BIRCH				.4	3318.8								
" 20		"				1.1	3319.9								
" 24		"				0.7	3320.6								
" 25		"				1.0	3321.6								
" 26		C. KETT				2.1	3323.7								
" 27		"				4.2	3327.9								
DEC 18		W. BIRCH				1.2	3329.1								
DEC 1		W. BIRCH													
JAN 16 2006		C. KETT				0.9	3330.0								
" 30		"				1.3	3331.3								
" 31		"				0.5	3331.8								
FEB 3		"				1	3332.8								
" 4		"				2.7	3335.5								
" 11		W. BIRCH				1.1	3336.6								
" 12		"				1.2	3337.8								
" 25		"				1.2	3339.0								
" 25		C. KETT				2.3	3341.3								
MAR 2		W. BIRCH				.9	3342.2								
" 13		C. KETT				2.7	3344.9							REPLACED STARTER WITH LUCAS STARTER REPLACED GENERATOR WITH ALTERNATOR.	W. Birch W. Birch PA36082
APR 6															
" 6															
		TOTAL THIS PAGE													

JOURNEY		CREW	RECORD OF TIME				
1. DATE 2006	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.
		BROUGHT FORWARD →					3344.9
APR. 8		W. BIRCH				.9	3345.8
JULY 15		C. NEIRINCK				1.4	3347.2
SEPT. 22							
DEC. 9		C. KETT				2.7	3349.9
2007 MAY 16		W. BIRCH				1.2	3351.1
JUN 4		"				.8	3351.9
JUN 13		"				.4	3352.3
JUN 14		"				1.1	3353.4
JUN 21		"				2.1	3355.5
JULY 2		"				.8	3356.3
" 5		"				1.0	3357.3
" 6		"				2.0	3359.3
" 24							
" 27		"				1.5	3360.8
" 28		"				1.4	3362.2
AUG 3		"				2.0	3364.2
" 4		"				1.0	3365.2
" 7		"				1.2	3366.4
" 9		"				.8	3367.2
" 12		"				2.0	3369.2
" 17		"				1.9	3371.1
" 18		"				1.9	3373.0
" 21		C. KETT				.5	3373.5
" 21		W. BIRCH				.5	3374.0
" 24		"				1.7	3375.7
" 25		"				2.0	3377.7
" 28		K. COPP				.6	3378.3
" 29		W. BIRCH				1.6	3379.9
" 30		"				1.2	3381.1
" 31		"				2.0	3383.1
SEPT 2		"				1.0	3384.1
" 2		K. COPP				1.1	3385.2
" 8		W. BIRCH				.4	3385.6
		TOTAL THIS PAGE					

RECORD OF WEIGHTS: 8. TOTAL PERSONS ON BOARD (NO., LBS.) | 9. FUEL IMP. GAL. | 10. OIL IMP. GAL. | 11. WEIGHT EQUIP. BAGGAGE CARGO | 12. TOTAL WEIGHT AT T/O

REMARKS: 13. DEFECTS & AIRWORTHINESS CERTIFICATION

SIGNATURES: 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER

REMARKS	SIGNATURES
Annual Inspection was carried out in accordance with STD 624 App B & C	W. Birch PA 36082
Flight Test — Performance conforms to type	C. Kett CA 310293
	W. Birch PA 36082
AUTOMETER CERTIFIED BY ORBIT	W. Birch
	C. Kett CA 310293
	W. Birch
	K. Copp
	W. Birch
	K. Copp
	W. Birch

JOURNEY		CREW	RECORD OF TIME				
1. DATE 2007	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.
		BROUGHT FORWARD →					3385.6
SEPT. 14		W. BIRCH				1.9	3387.5
" 16		"				1.8	3389.3
" 17		"				.3	3389.6
OCT. 1							
" 3		W. BIRCH				.5	3390.1
NOV. 10							
NOV. 16							
~~NOV. 12~~		~~W. BIRCH~~					
NOV. 17		W. BIRCH				1.3	3391.4
DEC. 15		"				1.0	3392.4
" 17		"				.5	3392.9
" 26		"				1.0	3393.9
2008 JAN 2		"				.9	3394.8
JAN. 3		"				1.0	3395.8
" 6		"				1.5	3397.3
" 26		"				1.0	3398.3
FEB 22		"				1.1	3399.4
" 23		"				1.5	3400.9
" 25		"				1.3	3402.2
" 26		K. COPP				1.4	3403.6
MAR 10		~~K. COPP~~ W. BIRCH				2.1	3405.7
" 15		W. BIRCH				1.4	3407.1
" 20		"				1.0	3408.1
" 23		"				1.4	3409.5
APR. 5		"				1.0	3410.5
MAY 24		"				.5	3411.0
" 31		"				3.0	3414.0
JUNE 14		"				.8	3414.8
" 19		"				1.0	3415.8
" 20		P. Charles Rosario				1.0	3416.8
" 20		W. BIRCH				.9	3417.7
" 25							
		TOTAL THIS PAGE					

RECORD OF WEIGHTS: 8. TOTAL PERSONS ON BOARD (NO., LBS.) | 9. FUEL IMP. GAL. | 10. OIL IMP. GAL. | 11. WEIGHT EQUIP. BAGGAGE CARGO | 12. TOTAL WEIGHT AT T/O

REMARKS: 13. DEFECTS & AIRWORTHINESS CERTIFICATION

SIGNATURES: 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER

REMARKS	SIGNATURES
	W. Birch
Annual Inspection was carried out in accordance with STD 624 App B & C	W. Birch PA 36082
Flight Test – Performance conforms to type	W. Birch
REPLACED RUBBER ENGINE MOUNTS & BOLTS WITH NEW. REPLACED MUFFLER WITH NEW.	W. Birch
	W. Birch
REPLACED MASTER BRAKE CYL WITH STEVE'S A/C MODEL SA6-01 MASTER CYL WITH VENTED RESERVOIR.	W. Birch PA 36082

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE 2008	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					34[illegible].7								
June 29		W. BIRCH				1.1	3418.8								W. Birch
July 24		"				1.2	3420.0								
" 26		"				.6	3420.6								
Aug 5		"				.7	3421.3								
" 6		"				1.4	3422.7								
" 10		"				1.9	3424.6								
" 15		"				.9	3425.5								
" 16		"				1.2	3426.7								
" 19		"				.8	[illegible]								
" 24		"				2.0	3429.5								
" 27		"				1.0	3430.6								
" 28		"				.7	3431.2								
" 29		"				1.9	3433.1								
Sept 3		"				.6	3433.7								
" 4		"				.3	3434.0								
" 10		"				1.0	3435.0								
" 11		"				.6	3435.6								
" 19		K. COPP				1.1	3436.7								W. Birch
" 20		W. BIRCH				1.0	3437.7								
Oct. 19														Annual Inspection was carried out in accordance with STD 624 App B & C	W. Birch PA 36082
Oct 20		W. BIRCH				1.2	3438.9							Flight Test – Performance conforms to type	W. Birch
" 24		"				.9	3439.8								
" 29		"				1.1	3440.9								
" 31		"				2.2	3443.1								
Nov. 1		"				1.2	3444.3								
" 23		"				1.0	3445.3								
" 26		"				.9	3446.2								
Apr. 10 2009		"				1.2	3447.4								
May 22		"				.2	3447.6								
May 23		"				3.0	3450.6								
May 29		"				1.0	3451.6								
May 31		"				.9	3452.5								
Jun. 13		"				2.1	3454.6								
		TOTAL THIS PAGE													

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE 2009	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAG-GAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					3454.6								
Jun 21		W. BIRCH				2.0	3456.6								W. Birch PA 36082
Jul 1		"				.7	3457.3								
" 3		"				1.7	3459.0								
Aug 29		"				1.3	3460.3								
Sept. 4		"				1.3	3461.6								
" 5		"				1.0	3462.6								
" 19		"				2.1	3464.7								
" 25		K. COPP				.8	3465.5								K. Copp
Oct. 18														Annual Inspection was carried out in accordance with STD 624 App B & C	W. Birch PA-36082
" 18		W. BIRCH				.4	3465.9							Flight Test – Performance conforms to type	W. Birch
" 18		K. COPP				.6	3466.5								K. Copp
" 22		W. BIRCH				.6	3467.1								W. Birch
" 24		O. Rifai				.6	3467.7								[illegible]
Nov. 08		O. RIFAI				1.1	3468.8								[illegible]
" 11		K. COPP				1.1	3469.9								K. Copp
Nov. 13		W. BIRCH				1.9	3471.8								W. Birch
" 14		"				2.2	3474.0								
Dec. 5														REMOVED COMM NARCO-11 – INSTALLED COMM TKM-11	W. Birch PA 36082
" 21		W. BIRCH				1.1	3475.1								
Jan. 14-2010		"				1.1	3476.2								
" 17		"				1.7	3477.9								
Feb. 27		"				1.0	3478.9								
Mar. 22		"				1.1	3480.0								
Apr. 11		"				1.1	3481.1								
" 17		"				.6	3481.7								
" 18		"				1.0	3482.7								
" 22		"				.4	3483.1								
" 24		Kelly Copp				1.2	3484.3								K. Copp P341082
" 25		W. Birch				1.0	3485.3								W. Birch
May 6		"				1.0	3486.3								
Sep. 29														ENGINE REMOVED – O.H. "0" TIME BY UNIVERSAL AERO — ENGINE REINSTALLED	W. Birch PA 36082
Oct. 1														Annual Inspection was carried out in accordance with STD 624 App B & C	W. Birch
Oct 1		W. BIRCH				1.1	3487.4							Flight Test – Performance conforms to type	W. Birch
		TOTAL THIS PAGE													

JOURNEY 1. DATE 2010	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →					[illegible]								
Sept 3		W. Birch				1.8	3489.2								[illegible]
" 6		"				2.0	3491.2								
" 8		"				1.4	3492.6								
" 10		"				2.0	3494.6								
" 11		"				2.8	3497.4								
" 16		K. Copp				.6	3498.0								K Copp [illegible]
" 21		W. Birch				1.2	3499.2								W. Birch
" 23		"				1.3	[illegible]								
Nov 1		"				.9	3501.4								
" 8		"				.9	[illegible]								
" 20														REPLACED 3 TIRES WITH AIR HAWK 6 PLY + INNER WHEEL TUBES	[illegible]
" 20		W. Birch				.8	3503.1								W. Birch
2011 MAR 28		"				.7	3503.8								
MAR 28		"				1.1	3504.9								
APR 2		"				1.0	3505.9								
" 7		"				1.1	3507.0								
" 11		"				1.6	3508.6								
" 20		"				1.1	3509.7								
" 27		"				1.2	3510.9								
" 28		"				1.6	3512.4								
MAY 6		"				1.2	[illegible]								
" 14		"				1.2	[illegible]								
JUNE 5		"				.9	[illegible]								
" 10		"				1.0	[illegible]								
" 11		"				.9	[illegible]								K Copp
" 12		Kelly Copp				2.3	[illegible]								W. Birch
" 16		W. BIRCH				1.4	3521.5								[illegible]
" 26		"				1.7	[illegible]								
AUG 29		D Dayley / W. Birch				1.0	3524.2								K Copp
SEPT 9		K. Copp				.6	3524.8								[illegible]
Sept 10		Cindy Glover / Birch				.4	3525.2								[illegible]
Sept 10		Cindy Glover				.8	[illegible]								K Copp
Sept 10		K. Copp				.4	3526.4								
		TOTAL THIS PAGE													

JOURNEY 1. DATE 2011	2. FROM PREVIOUS LINE TO	CREW 3. NAMES	RECORD OF TIME 4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	RECORD OF WEIGHTS 8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	REMARKS 13. DEFECTS & AIRWORTHINESS CERTIFICATION	SIGNATURES 14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →													
Sept 18		KAROLINA UTKO				1.2	3527.6								[illegible] PA440353
OCT 1														Annual Inspection was carried out in accordance with STD 624 App B & C	K. Copp P341081
OCT 2		KAROLINA UTKO				2.2	3529.8							Flight Test – Performance conforms to type	[illegible] PL440353
Oct 4		WOJCIECH KOCH				1.1	3530.9								[illegible] 440342
Oct 22		KAROLINA UTKO				2.6	3533.5								[illegible] PA440353
Oct. 24		RENE PFEIFFER				1.3	3534.8								[illegible] P314458
Oct. 28		WOJCIECH KOCH				1.3	3540.1								[illegible] PL440342
Nov 5		RENE PFEIFFER				.6	3540.7								[illegible] PA314458
Nov 11		KAROLINA UTKO				1.3	3542.0								[illegible] PA440353
Dec 8		RENE PFEIFFER				1.2	3543.2								[illegible] PA314458
Dec 17		Wojciech Koch				1.6	3544.8								[illegible] PA440342
2012															
Feb 4		Wojciech Koch				1.6	3546.4								[illegible] PA 440342
Feb 18		Wojciech Koch				1.1	3547.5								[illegible] PA 440342
Mar 11/12		Karolina Utko				1.8	3549.3								[illegible] PA440353
Mar 17/12		Wojciech Koch				1.5	3550.8								[illegible] PA440342
Apr 03/12		O. RIFAI				1.3	3552.1								[illegible] 179969
May 26/12		K. Copp				2.8	3554.9								K Copp P341081
Jun 2/12		W. Koch				2.3	3557.2								[illegible] PA 440342
Jun 6/12		W. Koch				1.5	3558.7								[illegible] PA 440342
Nov 7/12							3558.7							Annual Inspection was carried out in accordance with STD 624 App B & C	K Copp P341081
NOV. 8		K. COPP				.4	3559.1							Flight Test — Performance conforms to type	[illegible] P314458
JAN-5-2013		RENE PFEIFFER				1.3	3560.4								K Copp P341081
~~Jan 29~~/13		K. Copp				.8	3561.2								
OCT 7/2015							3561.2							ANNUAL INSPECTION WAS CARRIED OUT IN ACCORDANCE WITH STD 624 APP B & C	K Copp P341081
~~Nov 20/~~															
NOV 20/2017		K. Copp (Inspection Runup)			[illegible]	.2	3561.4							ANNUAL INSPECTION WAS CARRIED OUT IN ACCORDANCE WITH STD 624 App B & C	K Copp P341081
Dec 3/17	YAV Local	R. Leach / K. Copp	1550	1625	0.6	1.0	3562.4								[illegible] CA338094
Jan 26/18	YAV Local	R. Leach / K. Copp	1720	1754	0.6	0.9	3563.3								[illegible] CA338094
July 12/18	YAV-[illegible]	R. Leach / K. Copp	2002	2032	0.5	0.7	3563.8								[illegible] CA338094
		TOTAL THIS PAGE													

JOURNEY		CREW	RECORD OF TIME					RECORD OF WEIGHTS						REMARKS	SIGNATURES
1. DATE	2. FROM PREVIOUS LINE TO	3. NAMES	4. UP	5. DOWN	6. AIR TIME	FLIGHT TIME	7. TOTAL AIR TIME SINCE MFG.	8. TOTAL PERSONS ON BOARD NO.	LBS.	9. FUEL IMP. GAL.	10. OIL IMP. GAL.	11. WEIGHT EQUIP. BAGGAGE CARGO	12. TOTAL WEIGHT AT T/O	13. DEFECTS & AIRWORTHINESS CERTIFICATION	14. PILOT OR ENGINEER MAKING ENTRY AND LICENCE NUMBER
		BROUGHT FORWARD →													
23 Jul 2018	Jn Wicke – CYAV	R Leach / R. Clapp	1845	1908	0.4	0.6	3564.4								CA338094
28 Sept 2018							3564.4							Annual Inspection was carried out in Accordance with STD 624 App B&C	Klapp P341087
4 Oct 18	YAV Local	R. Leach / R. Clapp	0927	1004	0.6	0.9	3565.0								CA338094
25 Oct 19							3565.0							Annual Inspection was carried out in Accordance with STD 624 App B&C	Klapp P341087

Transport Canada / Transports Canada

ANNUAL AIRWORTHINESS INFORMATION REPORT

COPP, KELLY L

92 ELM DRIVE

OAKBANK, MANITOBA, CANADA

R0E 1J0

COMPLETE FORM AND SUBMIT NO LATER THAN THE DUE DATE

See reverse for change of address and form instructions.

Issued (yyyy-mm-dd)	Due (yyyy-mm-dd)
2021-03-26	2021-03-30
Registration Mark	**Type Certificate number**
FZNR	NOT CERTIFICATED
Type of Flight Authority	**Type of Registration**
OWNER MAINT	PRIVATE

Aircraft operated pursuant to ***CAR IV* or *CAR VII*** (inspection information not required) ☐

Date of the *most recent* annual or 100 hour inspection (yyyy-mm-dd): 2019-10-25

AMO, AME or owner who/which conducted & certified this inspection

Name: COPP, KELLY L — ○ AMO ○ AME ◉ Owner — Number:

Has the aircraft been damaged since last report? ○ Yes (if yes, enter date) ◉ No — Date of damage (yyyy-mm-dd):

Date of repair certification (yyyy-mm-dd):

Owner's Contact Information

Fax Number (999-999-9999): 204-444-3283

E-Mail Address: KELLYCOPP@MYMTS.NET

AIRCRAFT BASE OF OPERATION

Country	Province/State
CANADA	MANITOBA
Municipality	**Airport**
OAKBANK	ST. ANDREWS
Other (House/Farm/etc)	**TC Region**
24	PNR

Reporting year 2020

Total hours flown since new – to Dec 31 of the reporting year	Hours flown – Jan 01 to Dec 31 of the reporting year
3565 hr	0 hr

Optional for air operators & flight training units

Specialty Hours

Training	Other aerial work
0 hr	0 hr

Aircraft Make	Aircraft Model	Aircraft Serial Number
PIPER	PA22 150 X	223388

Empty Weight

Last Actual	Which landing gear configuration?	Date (yyyy-mm-dd)	Last Amended	Which landing gear configuration?	Date (yyyy-mm-dd)
1164 lb	☒ Wheels ☐ Floats ☐ Skis	2008-06-12	0 lb	☒ Wheels ☐ Floats ☐ Skis	

Max. permissible take-off weight

	Which landing gear configuration?
2000 lb	☒ Wheels ☐ Floats ☐ Skis

Engine Make		Propeller Make	
AVCO LYCOMING			
Engine Model 1. O-320 X	**Engine Serial Number** 1. L576527	**Propeller Model** 1.	**Propeller Serial Number** 1.
Engine Model 2.	**Engine Serial Number** 2.	**Propeller Model** 2.	**Propeller Serial Number** 2.
Engine Model 3.	**Engine Serial Number** 3.	**Propeller Model** 3.	**Propeller Serial Number** 3.
Engine Model 4.	**Engine Serial Number** 4.	**Propeller Model** 4.	**Propeller Serial Number** 4.
Ski Make	**Ski Model**	**Float Make**	**Float Model**

Owner Remarks

AIRCRAFT OUT OF SERVICE ☒

Note: Hours flown and TSN must be completed up to the date of out of service.

This aircraft will be/has been out of service from (yyyy-mm-dd): 2020-10-01

Estimated date of return to service (yyyy-mm-dd): 2027-01-01

Reason *(optional)*: OTHER/UNKNOWN

I CERTIFY THAT THE INFORMATION SUPPLIED IS CORRECT

Name of owner or authorized agent (please print) — Date (yyyy-mm-dd)

Signature of owner or authorized agent

Transport Canada (AARDA)
330 Sparks Street
Place de Ville, Tower C
Ottawa, Ontario K1A 0N8

Canada

ANNUAL AIRWORTHINESS INFORMATION REPORT (AAIR)

Aviation Regulations (CARs), Part V, Subpart 1, and Chapter 501 of the Airworthiness Manual, the owner of a Canadian aircraft, other than ...he shall submit to the Minister no later than the due date an Annual Airworthiness Information Report (AAIR).

...ons related to this form, please contact Transport Canada Headquarters at 1-888-663-3639 (Option 1) or by email at tc.aair-raina.tc@tc.gc.ca

...RAFT REGISTRATION

...all changes to your Aircraft Registration including but not limited to; change of address, aircraft sold, aircraft destroyed, aircraft retired, etc., contact your TC Regional Office at 1-800-305-2059, option 1 for English, 2 for Aircraft Registration and then select the appropriate region. **Indicating this type of information on your AAIR form (hard copy or online) will not update your Aircraft Registration.**

HOW TO SUBMIT THE AAIR

The AAIR can be submitted in one of two ways:

1. Fill in the attached form and return it to Transport Canada (TC), following the instructions of sections A, B and C below; or
2. Submit it electronically via the Internet, following the instructions of section D below.

A. PROVIDE DATA IN THE BLANK SPACES

1. Date of the most recent annual or 100-hour inspection, and the name & number of the AMO or AME who/which conducted and certified the inspection. In the case of an amateur-built or owner maintained aircraft, the name of the owner if the owner performed the inspection.

   Note: *Not required for aircraft operated pursuant to CAR IV or CAR VII.*

   Note: *The AAIR due date and the aircraft's inspection date are not related.*

2. Indicate (yes or no) whether the aircraft was significantly damaged since the last report. If YES, the date the aircraft was damaged and, if applicable, the date of the repair certification.

3. Aircraft total hours flown since new – to December 31st of the reporting year, and aircraft hours flown from January 1st to December 31st of the reporting year.

   Note: *Air operators and flight training units may provide a consolidated breakdown of the total training hours and the total hours flown for other aerial work activities (specialized work) in the reporting year.*

4. Provide the aircraft owner's 24-hour fax number and/or e-mail address to which TC can forward notifications of applicable Airworthiness Directives (ADs) and Civil Aviation Safety Alerts (CASAs), as well as to address matters related to AAIRs.

B. AIRCRAFT OUT OF SERVICE

Subject to certain conditions, an AAIR is not required for an aircraft that is out of service (not flown) for all of a complete calendar year. When applicable, an owner can claim this privilege by indicating on this form:

1. Check the box in the AIRCRAFT OUT OF SERVICE section; and
2. Indicate the date the aircraft will be/has been out of service from; and
3. Indicate the estimated date of return to service. If unknown, indicate an approximate date.

Note: *If the aircraft is declared out of service part way into a calendar year, an AAIR will be sent the following year in order to capture the hours flown, and other related data, from January 1st up to the date the aircraft was declared out of service.*

C. MAILING INSTRUCTIONS

1. Check that all necessary data has been supplied.
2. Print the form, sign and date the lower right-hand corner.
3. Mail the form to:

   Transport Canada (AARDA)
   330 Sparks St, Place de Ville, Tower C
   Ottawa, Ontario K1A 0N5

4. Add sufficient postage and ensure that the envelope is postmarked no later than the due date.

D. INTERNET SUBMISSION INSTRUCTIONS

1. Using your AAIR User ID, log in to the Continuing Airworthiness Web Information System (CAWIS) at www.tc.gc.ca/cawis-swimn (Use of your AAIR User ID is deemed to be the equivalent of your signature when submitting an AAIR via the Internet.)

   Note: User IDs are assigned by TC and will remain the same each year. If you do not have a User ID or have forgotten it, you can retrieve your User ID and create a password by selecting the "Forgot User ID or Password" link on the AAIR Login Page.

2. Check and update all existing data, and enter the required new data following the guidance of sections A and B above.
3. Click the "Submit" button at the bottom of the page to send your completed AAIR to Transport Canada. The page will refresh, confirming your AAIR was successfully submitted.
4. Click the "Print" button at the bottom of the page if you would like to keep a hardcopy for your records.

Canada

Thank You.

The AAIR has been successfully submitted:

2021-03-26

Date (yyyy-mm-dd)

If there are any discrepancies with the information you have provided, Transport Canada will be in contact with you. It is recommended that you now print or save this acknowledgement as proof of compliance with CAR 501.

Canada

Float Make	Float Model

AIRCRAFT OUT OF SERVICE [x]

Note: Hours flown and TSN must be completed up to the date of out of service.

This aircraft will be/has been out of service from (yyyy-mm-dd) 2020-10-01

Estimated date of return to service (yyyy-mm-dd) 2027-01-01

Reason *(optional)*

OTHER/UNKNOWN

I CERTIFY THAT THE INFORMATION SUPPLIED IS CORRECT

Name of owner or authorized agent (please print) | Date (yyyy-mm-dd)

B R0E 1J2

TERMS Due on receipt

ACTIVITY	DESCRIPTION	TAX	QTY	RATE	AMOUNT
121.5 ELT	ELT tested and recertified in accordance with cars 571 Appendix G. p/n AK-450, s/n 465146. Battery Due November2020. C-FZNR	GST/PST MB	1	52.50	52.50

scribed above has been performed in accordance
andards of airworthiness.

nspector

SUBTOTAL	52.50
GST @ 5%	2.63
PST (MB) @ 7%	3.68
TOTAL	58.81
	$58.81

Authorized Release Certificate

1. Approving Civil Aviation Authority/Country	2. AUTHORIZED RELEASE CERTIFICATE	3. Form Tracking No.
Transport Canada	FORM ONE	10373

4. Organization Name and Address	5. Work Order/Contract/Invoice
Saskatoon Avionics 28 Airport Crescent, Saskatoon, Saskatchewan S7L 6G9, Canada 306-244-4252	10373

6. Item	7. Description	8. Part No	9. Qty	10. Serial/Batch No.	11. Status/work
1	ELT	AK-450	1	465146	Tested/Inspected

12. Remarks

ELT tested and inspected in accordance with CAR 571, Appendix G. Battery due Nov/2020.

13a. Certifies that the items identified above were manufactured in conformity to:

- ☐ approved design data and are in condition for safe operation
- ☐ non approved design data specified in block 12

14a. ☒ CARS 571.10 Maintenance Release
☐ Other Regulation Specified in block 12

Certifies that unless otherwise specified in block12, the work identified in block 11 and described in block 12, has been performed in compliance with the Canadian Aviation Regulations.

13b. Signature	13c. Approved Organization Number	14b. Signature	14c. Approved Organization Number
			AMO 6-85
13d. Name	13e. Date (dd/mm/yyyy)	14d. Name	14e. Date (dd/mm/yyyy/
		Vern McMahon M431274	08/10/2019

Installer Responsibilities

This certificate does not constitue authority to install.

Installers working in accordance with the national regulations of a country other than that specified in block 1 must ensure that their regulations recognize certifications from the country specified.

Statements in blocks 13a or 14a do not constitu

Transport Canada / Transports Canada

CERTIFICATE OF REGISTRATION OF AIRCRAFT
CERTIFICAT D'IMMATRICULATION DE L'AERONEF

Nationality and Registration Marks Marques de nationalité et d'immatriculation	Aircraft or Kit Manufacturer and Model Designation - Constructeur et désignation de l'aéronef ou du kit de l'aéronef
C - FZNR	Piper Aircraft Corporation PA-22-150X
Purpose - Objet Private - Privé	Aircraft Serial Number - Numéro de série de l'aéronef 22-3388X

Registered Owner(s) - Propriétaire(s) enregistré(s)

Kelly L Copp

Address - Adresse

92 Elm Drive
Oakbank MB R0E 1J2
CANADA

Whereas it has been duly declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that it has been duly entered on the Register of Canada in accordance with the Convention on International Civil Aviation dated the 7th of December, 1944, and the *Canadian Aviation Regulations.*

Attendu que l'aéronef mentionné ci-dessus n'a pas été immatriculé dans un autre État, je certifie par la présente qu'il a été inscrit au registre du Canada, conformément à la Convention relative à l'Aviation civile internationale signée le 7 décembre 1944 et du *Règlement de l'aviation canadien.*

1 September/septembre 2011 Owner Registration Date Date d'immatriculation du propriétaire	1 September/septembre 2011 Certificate Issue Date Date de délivrance du Certificat	For the Minister of Transport - Pour le ministre des Transports

26-0478 (0106-02) FF 1.1 *This Certificate is not a Certificate of Title - Ce certificat n'est pas un certificat de titre*

24 bit address/adresse 24-bits'
Bin: 110000000100001101101000. Hex: C04368. Oct: 60041550

Canada

Fold Here - Plier ICI

PART 1 - PARTIE 1

Transport Canada / Transports Canada

APPLICATION FOR REG'N OF AIRCRAFT (NOT FOR ULTRA-LIGHT OR ADVANCED ULTRA-LIGHT AEROPLANES)
DEMANDE D'IMM. D'AÉRONEF (PAS POUR LES AVIONS ULTRA-LÉGERS OU ULTRA-LÉGERS DE TYPE ÉVOLUÉ)

Application is hereby made for registration, in accordance with the *Canadian Aviation Regulations*, the particulars of which are contained herein (see Part 4 on the back of the interim certificate of registration for directions) : - En conformité avec les dispositions du *Règlement de l'aviation canadien*, la présente est soumise pour l'immatriculation, dont les détails sont décrits (voir la partie 4 au verso du certificat d'immatriculation intérimaire pour les instructions) :

A. GENERAL INFORMATION - INFORMATION GÉNÉRALE

Model Designation - Désignation du modèle: PA-22-150X

Registration Marks - Marques d'immatriculation: C - FZNR

Serial Number - Numéro de série: 22-3388X

Proposed Purpose - But proposé: ☐ Private - Privé ☐ State - État ☐ Commercial

Maximum Take-off Weight / Masse maximale admissible au décollage: ☐ kg ☐ lbs - lvrs

Proposed Base of Operation / Base d'utilisation proposée:

Category of Engine - Catégorie de moteur: ☐ Piston / À pistons ☐ Turbo Jet / Turboréacteur ☐ Turbomoteur / Turboréacteur ☐ Turbo Prop / Turbopropulseur ☐ Turbo Fan / Turbosoufflante ☐ Other / Autre

Number of Engines / Nombre de moteurs:

B. PARTICULARS OF APPLICANT(S) - PRÉCISIONS CONCERNANT LE(S) DEMANDEUR(S)

For more than one owner applying for registration, attach an addendum with the remaining applicants' names, addresses, citizenship, telephone numbers, pilot licence number and signatures. Pour plus d'un propriétaire demande un certificat d'immatriculation, il faut joindre un addendum lesquelles figureront le nom, l'adresse, la nationalité, le numéro de téléphone, le nº de licence de pilote et la signature de ces demandeurs.

1. Name (if an entity, documentary proof of incorporation is req'd) - Nom (Si un organisme, annexer une pièce justificative de l'incorporation)

Address - Adresse

Daytime Telephone - Téléphone du jour

Pilot Licence Number - No de licence de pilote

Evening Telephone - Téléphone de soirée

Email - Courier électronique

Facsimile - Télécopieur

Citizenship - Nationalité

C. TO BE COMPLETED IF APPLICANT IS A CANADIAN ENTITY - À REMPLIR LORSQUE LE DEMANDEUR EST UN ORGANISME CANADIEN

Formation Date - Date de l'incorporation: D/J | M | Y/A

Corporation/Entity Number (where appl.) / Numéro de l'organisme (le cas échéant)

Incorporated - Constitué: ☐ Federally / Fédéral ☐ Provincially / Provincial

The above entity meets the definition of a 'Canadian entity' (a Canadian entity is an entity that is incorporated or formed under the laws of Canada or a province, that is controlled in fact by Canadians and of which at least 75% of the voting interests are owned and controlled by Canadians).

L'organisme mentionné ci-dessus satisfait à la définition d'un <<organisme canadien>> (un organisme canadien est un organisme constitué au Canada sous le régime de lois fédérales ou provinciales et contrôlé de fait par des Canadiens, dont au moins 75% des actions assorties du droit de vote sont détenues et contrôlées par des Canadiens).

☐ Yes / Oui ☐ No / Non

Name and title of person authorized to sign on behalf of the Entity - Nom et titre de la personne autorisée à signer au nom de l'organisme

D. I CERTIFY THAT - JE CERTIFIE (QUE)

1. (A) ☐ I am/we are the sole person/entity that has legal custody and control of the aircraft described herein. Être le(les) seul(s) propriétaire(s) avec la garde et la responsabilité légales de l'aéronef décrit dans la présent formule
   or - ou
   (B) ☐ I am authorized by the owner(s) of the aircraft described herein to make this application (documentary proof is required). Être dûment autorisé par le(les) propriétaire(s) à soumettre la présente demande d'immatriculation (annexer la pièce justificative en question).
2. I am/we are qualified to be the owner(s) of a Canadian registered aircraft in accordance with section 202.15 of the *Canadian Aviation Regulations*. Je suis (nous sommes) qualifié(s) pour être le(les) propriétaire(s) d'un aéronef immatriculé au Canada conformément à l'article 202.15 du *Règlement de l'aviation canadien*.

It is an offence under section 7.3(1)(a) of the Aeronautics Act to knowingly make a false declaration.
Faire sciemment une fausse déclaration est une infraction en vertu de l'alinéa 7.3(1)(a) de la loi sur l'aéronautique.

1. Signature of Applicant - Signature du demandeur

Date

E. RECOMMENDATION (FOR TRANSPORT CANADA USE ONLY) - RECOMMANDATION (POUR TRANSPORTS CANADA SEULEMENT)

Recommendation for Registration (Name and Position) - Recommandation pour immatriculation (Nom et titre)

Date of Recommendation - Date de recommandation

PART 2 - PARTIE 2

Transport Canada / Transports Canada

CERTIFICATE OF REGISTRATION OF AIRCRAFT
CERTIFICAT D'IMMATRICULATION DE L'AERONEF

Nationality and Registration Marks Marques de nationalité et d'immatriculation	Aircraft or Kit Manufacturer and Model Designation - Constructeur et désignation de l'aéronef ou du kit de l'aéronef
C - FZNR	Piper Aircraft Corporation PA-22-150X
Purpose - Objet	**Aircraft Serial Number - Numéro de série de l'aéronef**
N/A - Non applicable	22-3388X

Registered Owner(s) - Propriétaire(s) enregistré(s)

Interim Certificate of Registration
Certificat d'immatriculation intérimaire

Address - Adresse

Whereas it has been duly declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that it has been duly entered on the Register of Canada in accordance with the Convention on International Civil Aviation dated the 7th of December, 1944, and the *Canadian Aviation Regulations*.

Attendu que l'aéronef mentionné ci-dessus n'a pas été immatriculé dans un autre État, je certifie par la présente qu'il a été inscrit au registre du Canada, conformément à la Convention relative à l'Aviation civile internationale signée le 7 décembre 1944 et du *Règlement de l'aviation canadien*.

1 September/septembre 2011		Gerald Ricard
Owner Registration Date Date d'immatriculation du propriétaire	Change of Ownership/Information Date Date de changement de propriétaire/information	For the Minister of Transport - Pour le ministre des Transports

26-0478 (0106-02) FF 1.1 *This Certificate is not a Certificate of Title - Ce certificat n'est pas un certificat de titre*

Canada

24 bit address/adresse 24-bits'
Bin: 110000000100001101101000. Hex: C04368. Oct: 60041550

Fold Here - Plier ICI

KEEP ON BOARD AIRCRAFT - LAISSEZ À BORD DE L'AÉRONEF
DO NOT RETURN TO TRANSPORT CANADA - NE PAS RETOURNER À TRANSPORTS CANADA

SEE REVERSE SIDE FOR ACTIVATING INTERIM REGISTRATION - VOIR AU VERSO POUR IMMATRICULATION INTÉRIMAIRE

REGIONAL ADDRESSES

Regional Manager, General Aviation, Transport Canada Civil Aviation
Pacific Region
620-800 Burrard St., Vancouver BC V6Z 2J8
Telephone: (604) 666-5575 Facsimile: (604) 666-4839

Regional Manager, General Aviation, Transport Canada Civil Aviation
Prairie and Northern Region
100-9700 Jasper Avenue, Edmonton AB T5J 4E6
Telephone: (780) 495-5249 Facsimile: (780) 495-7449

Regional Manager, General Aviation, Transport Canada Civil Aviation
Prairie and Northern Region
P.O. Box 8550, 344 Edmonton Street, 2nd Floor, Winnipeg MB R3C 0P6
Telephone: (204) 983-4341 Facsimile: (204) 984-2069

Regional Manager, General Aviation, Transport Canada Civil Aviation
Ontario Region
4900 Yonge St., Suite 300, Toronto ON M2N 6A5
Telephone: (416) 952-0215 Facsimile: (416) 952-0196

Regional Manager, General Aviation, Transport Canada Civil Aviation
Quebec Region
Regional Office
700 Leigh Capréol, Suite 2033, Dorval QC H4Y 1G7
Telephone: (514) 633-3580 Facsimile: (514) 633-3585

Regional Manager, General Aviation, Transport Canada Civil Aviation
Atlantic Region
C.P. 42, Heritage Court, 95 Foundry Street, Moncton NB E1C 8K6
Telephone: (506) 851-7131 Facsimile: (506) 851-2563

ADRESSES RÉGIONALES

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région du Pacifique
620-800, rue Burrard, Vancouver BC V6Z 2J8
Téléphone : (604) 666-5575 Télécopieur : (604) 666-4839

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région des Prairies et Nord
1100-9700 Av. Jasper, Edmonton AB T5J 4E6
Téléphone : (780) 495-5249 Télécopieur : (780) 495-7449

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région des Prairies et Nord
C.P. 8550, 344, rue Edmonton, 2e étage, Winnipeg MB R3C 0P6
Téléphone : (204) 983-4341 Télécopieur : (204) 984-2069

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région de l'Ontario
4900, rue Yonge, pièce 300, Toronto ON M2N 6A5
Téléphone : (416) 952-0215 Télécopieur : (416) 952-0196

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région du Québec
Bureau régionale
700, Leigh Capréol, pièce 2033, Dorval QC H4Y 1G7
Téléphone : (514) 633-3580 Télécopieur : (514) 633-3585

Gestionnaire régional, Aviation générale, Transports Canada, Aviation civile
Région de l'Atlantique
C.P. 42, Place Heritage, 95, rue Foundry, Moncton NB E1C 8K6
Téléphone : (506) 851-7131 Télécopieur : (506) 851-2563

PART 3 - PARTIE 3

Transport Canada / Transports Canada

NOTIFICATION OF CHANGE OF OWNER(S)
AVIS DE CHANGEMENT DE(DES) PROPRIÉTAIRE(S)

_____ , being the registered owner of aircraft
_____ , propriétaire enrigistré de l'aéronef

ft Manufacturer - Constructeur de l'aéronef	Manufacturer's Designation of Aircraft - Désignation du constructeur de l'aéronef	
	Aircraft Serial Number - Numéro de série de l'aéronef	Marks - Marques

this date / ette date _____ Transfer ownership of the above aircraft to / Fais un transfer de propriété à

e of New Owner - Nom du nouveau propriétaire

ess - Adresse	City - Ville	
	Province	Postal Code - Code postal

document is to assist the registered owner in meeting the regulatory irement to advise the Minister of a change of aircraft owner. This card s not establish legal custody and control of the aircraft.

document vise à aider le propriétaire enregistré à satisfaire aux exigences lementaires en vue d'adviser le ministre d'un changement de propriétaire. tte carte n'établit pas la garde et la responsabilité légales de l'aéronef.

_____
Signature of Registered Owner
Signature du propriétaire enregistré

5-0519 (0603-02)

Canada

PA22-150-X

Aircraft Serial Number

With landing gear configuration WHEELS

With landing gear configuration WHEELS

With landing gear configuration WHEELS

ATTACHMENT C

EXEMPTION FROM THE *CANADIAN AVIATION REGULATIONS*

(AS LISTED IN THE APPENDIX TO THIS EXEMPTION)

"FLIGHT PERMIT - SPECIFIC PURPOSE - OWNER MAINTENANCE"

Pursuant to subsection 5.9(2) of the *Aeronautics Act*, and after taking into account that the exemption is in the public interest and is not likely to affect aviation safety, I hereby exempt the owner(s) of aircraft in respect of which a Flight Permit - Specific Purpose -Owner Maintenance has been issued, from the application of the following provisions, subject to the conditions contained in this exemption:

Sections 507.10, 571.04, 571.07, 571.09, 571.12, 571.13; Subsections 571.02 (3), 571.06 (1), 571.08 (1), 571.11 (1), 571.11 (4), 605.84 (1) and Paragraphs 602.59(1)(a) and 605.92 (1)(b) of the *Canadian Aviation Regulations*, details of which are found in the Appendix of this Exemption.

PURPOSE

The purpose of this exemption is to provide interim relief to owners of small aeroplanes pending the implementation in the *Canadian Aviation Regulations* of a new flight authority, the Special Certificate of Airworthiness - Owner Maintenance, which will be issued for recreational purposes only.

The exemption frees the owner(s) from the need to comply with the requirements of the regulations cited in this exemption. Not only does it permit the owner(s) of a small aeroplane to perform the maintenance on his/her/their aircraft, effect modifications and repairs without Transport Canada approval, and install uncertified parts, the exemption also authorizes the owner(s) to sign the maintenance release for all maintenance performed on his/her aircraft.

APPLICATION

This exemption applies to the owner(s) of a small aeroplane in respect of which a Flight Permit - Specific Purpose - Owner Maintenance has been issued.

CONDITIONS

This exemption is subject to the following conditions:

1. A Flight Permit - Specific Purpose - Owner Maintenance has been issued in respect of the aircraft and is in force;
2. The letter "X" is permanently etched, engraved or stamped at the end of the model designation and serial number on the identification plate of the subject aircraft as well as on the identification information of each engine, propeller and life-limited part installed on this aircraft;
3. A new Certificate of Registration, reflecting the revised model designation and serial number of the aircraft, has been issued in respect of the aircraft;
4. The aeroplane shall have, on the side of the fuselage, in a position that is readily visible to persons entering the aircraft, in letters at least 10 mm (3/8 in.) high and of a colour contrasting with the background, in both official languages, a placard containing the following statement:

ATTACHMENT C

EXEMPTION FROM THE *CANADIAN AVIATION REGULATIONS*

(AS LISTED IN THE APPENDIX TO THIS EXEMPTION)

"FLIGHT PERMIT - SPECIFIC PURPOSE - OWNER MAINTENANCE"

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APPLICATION

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CONDITIONS

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3. A new Certificate of Registration, reflecting the revised model designation and serial number of the aircraft, has been issued in respect of the aircraft;
4. The aeroplane shall have, on the side of the fuselage, in a position that is readily visible to persons entering the aircraft, in letters at least 10 mm (3/8 in.) high and of a colour contrasting with the background, in both official languages, a placard containing the following statement:

ATTACHMENT C

WARNING

THIS AIRCRAFT IS OPERATED

WITHOUT A CERTIFICATE OF AIRWORTHINESS

AND DOES NOT COMPLY WITH INTERNATIONALLY

RECOGNIZED AIRWORTHINESS STANDARDS.

YOU FLY IN THIS AIRCRAFT AT YOUR OWN RISK

AVIS

CET AÉRONEF EST EXPLOITÉ

SANS CERTIFICAT DE NAVIGABILITÉ

ET N'EST PAS CONFORME AUX NORMES

DE NAVIGABILITÉ INTERNATIONALES RECONNUES.

VOUS PRENEZ PLACE À BORD À VOS PROPRES RISQUES

5. The person who performs a repair or modification on an aeronautical product or signs a maintenance release in respect of such a repair or modification, shall ensure that, as a minimum, "acceptable technical data", as defined in Section 571.06 of the *Airworthiness Manual,* is used to perform the repair or modification;

6. The person who signs a maintenance release in accordance with Section 571 of the *Airworthiness Manual* is the holder of pilot license or permit and an owner of the aircraft; and

7. A copy of this exemption shall be carried on board the aircraft during operations.

VALIDITY

This exemption is in effect until the earliest of the following:

(a) EST at midnight December 31, 2004;

(b) The date on which an amendment to the appropriate provisions of the *Canadian Aviation Regulations* comes into effect, at which time the owner(s) shall submit an application for a new flight authority: Special Certificate of Airworthiness - Owner Maintenance;

(c) The date on which any one of the conditions set out in this exemption is breached; or

(d) The date on which this exemption is cancelled in writing by the Minister where he or she is of the opinion it is no longer in the public interest, or is likely to affect aviation safety.

Dated at Winnipeg, Manitoba, this 21 day of July 2000, on behalf of the Minister of Transport.

Art LaFlamme
Director General
Civil Aviation

TRANSPORT CANADA
PNR
AIRCRAFT MAINTENANCE & MANUFACTURING INSPECTION
Date: July 21/00
CIVIL AVIATION

APPENDIX TO ATTACHMENT C

CAR 507.10 – Persons Who May Attest to Condition and Conformity

No person shall make a declaration of an aircraft's condition or conformity to its certified type design for the purpose of obtaining a flight authority other than the holder of an aircraft maintenance engineer (AME) licence issued pursuant to Part IV or

(a) in the case of a new aircraft, an authorized representative of the manufacturer; or

(b) in the case of an amateur-built aircraft, the owner of the aircraft.

CAR 571.02 (3) – Maintenance Performance Rules

Except where the work is performed in respect of an amateur-built aircraft, no person shall supervise, or perform without supervision, an inspection using a method set out in column I of an item of Schedule I to this Subpart, unless the person holds the personnel certification set out in column II of that item.

CAR 571.04 – Specialized Maintenance

No person shall perform the specialized maintenance set out in Schedule II to this Subpart on an aeronautical product other than amateur-built aircraft, except in accordance with

(a) a maintenance policy manual (MPM) established by the holder of an approved maintenance organization (AMO) certificate issued pursuant to Section 573.02 with a rating of a category appropriate to the work to be performed; or

(b) a foreign document equivalent to an MPM established by a maintenance organization approved under the laws of a state that is party to an agreement with Canada, and the agreement provides for recognition of the work to be performed.

CAR 571.06 (1) – Repairs and Modifications

A person who performs a major repair or major modification, or signs a maintenance release in respect of such a repair or modification, shall ensure that the major repair or major modification conforms to the requirements of technical data that have been approved or the use of which has been approved within the meaning assigned to the term "Approved Data" in Section 571.06 of the *Airworthiness Manual*.

CAR 571.07 – Installation of a New Part

(1) No person shall install a new part on an aeronautical product unless the part meets the standards of airworthiness applicable to the installation of new parts and, subject to subsections (2) and (3), has been certified in accordance with Chapter 561 of the *Airworthiness Manual*.

(2) No certification referred to in subsection (1) is required where

(a) a new part is a foreign-manufactured part that is certified pursuant to an agreement with Canada, which agreement provides for the acceptance of export airworthiness certification;

(b) a new part is a foreign-manufactured part that is obtained from a manufacturer holding a type design recognized in Canada and the part is certified in accordance with the laws of the state of manufacture;

(c) a new part, whose accompanying documentation has been verified, has been inspected in accordance with the requirements of Chapter 571 of the *Airworthiness Manual*;

(d) a new part is installed on an amateur-built aircraft; or

(e) a part is made in accordance with subsection 571.06(4).

(3) No certification referred to in subsection (1) is required in respect of a new part that bears markings identifying it as a part specified in the type design and that

(a) conforms to a standard that is recognized as a national or international standard for use on the aeronautical product;

(b) was originally designed and manufactured for non-aeronautical use, on condition that it has been approved for use on the aeronautical product, in accordance with the type certificate; or

(c) was manufactured under a Parts Manufacturer Approval issued by the Federal Aviation Administration (United States), where that part meets the installation criteria specified in Chapter 571 of the *Airworthiness Manual*.

CAR 571.08 (1) – Installation of Used Parts

No person shall install a used part on an aeronautical product, other than an amateur-built aircraft, unless the part meets the standards of airworthiness applicable to the installation of used parts stated in Chapter 571 of the *Airworthiness Manual* and

(a) is an airworthy part that has been removed from an aircraft for immediate installation on another aircraft;

(b) is an airworthy part that has undergone maintenance for which a maintenance release has been signed pursuant to paragraph 571.11(2)c); or

(c) has been inspected and tested to ensure that the part conforms to its design standards and is in a safe condition, and a maintenance release has been signed to that effect.

CAR 571.09 - Installation of Life-limited Parts

(1) No person shall install a used life-limited part on an aeronautical product unless the part meets the standards of airworthiness applicable to the installation of life-limited parts and

(a) the technical history of the part within the meaning of Section 571.09 of the

(b) *Airworthiness Manual* is available to show that the time in service authorized for that part in the type certificate governing the installation has not been exceeded; and

(c) the history referred to in paragraph (a) is incorporated into the technical record for the aeronautical product on which the part is installed.

(2) No person shall install a used part that has been subject to a life limitation in a place other than that from which it was removed unless the part is installed

(a) in the same or in an identical position on another aeronautical product bearing the same part number as that from which the part was removed; or

(b) in conformity with the requirements in respect of technical data that have been approved or the use of which has been approved within the meaning of Section 571.09 of the *Airworthiness Manual*.

CAR 571.11 (1) – Persons Who May Sign a Maintenance Release

Except as provided in subsections (2) and (4), no person other than the holder of an aircraft maintenance engineer (AME) licence issued pursuant to Part IV, specifying a rating appropriate to the aeronautical product being maintained, shall sign a maintenance release in accordance with Chapter 571 of the *Airworthiness Manual*.

CAR 571.11 (4) – Persons Who May Sign a Maintenance Release

A person who is not the holder of an AME licence specifying a rating appropriate to the aeronautical product being maintained may sign a maintenance release where the person holds a restricted certification authority issued in accordance with Chapter 566 of the *Airworthiness Manual*, in respect of a particular case specified on the restricted certification authority.

APPENDIX TO ATTACHMENT C

CAR 571.12 – Reporting Major Repairs and Major Modifications

A person who performs a major repair or major modification on an aeronautical product or installs on an aircraft a part that has undergone a major repair or major modification shall report the action to the Minister in accordance with the procedures specified in section 571.12 of the *Airworthiness Manual.*

CAR 571.13 – Installation of Parts (General)

Subject to sections 571.07 to 571.09, no person shall install a part on an aeronautical product unless the part is

(a) inspected and its accompanying documentation verified in accordance with a procedure that ensures that the part conforms to its design standards with regard to safety of the aircraft; and

(b) installed in accordance with the requirements of section 571.13 of the *Airworthiness Manual.*

CAR 602.59 (1)(a) – Equipment Standards

Subject to subsection (2), no person shall operate an aircraft unless the operational and emergency equipment carried on board the aircraft...

meets the applicable standards specified in the *Airworthiness Manual.*

CAR 605.84 (1) – Aircraft Maintenance - General

Subject to subsections (3) and (4), no person shall conduct a take-off, or permit a take-off to be conducted in an aircraft that is in the legal custody and control of the person, unless the aircraft is maintained in accordance with

(a) any airworthiness limitations applicable to the aircraft type design;

(b) the requirements of any airworthiness directives issued by the Minister pursuant to section 593.02;

(c) except as provided in subsection (2), the requirements of any notices equivalent to airworthiness directives issued by

(i) the competent authority of the foreign state that, at the time the notice was issued, is responsible for the type certification of the aircraft, engine, propeller or appliance, or

(ii) for an aeronautical product in respect of which no type certificate has been issued, the competent authority of the foreign state that manufactured the aeronautical product.

CAR 605.92 (1)(b) – Requirements to Keep Technical Records

Every owner of an aircraft shall keep the following technical records in respect of the aircraft:

subject to (2) and (3), a separate technical record for the airframe, each installed engine and each variable pitch propeller.

Transport Canada / Transports Canada

OWNER MAINTENANCE

SPECIAL CERTIFICATE OF AIRWORTHINESS — CERTIFICAT DE NAVIGABILITÉ SPÉCIAL

1. Nationality and Registration Marks / Marques de nationalité et d'immatriculation	2. Aircraft Manufacturer and Model / Constructeur et modèle de l'aéronef	3. Aircraft Serial Number / Numéro de série de l'aéronef
C-FZNR	Piper Aircraft Corporation Piper PA-22-150X	22-3388X

4. Engine Manufacturer – Constructeur du moteur	5. Engine Model – Modèle de moteur	6. Maximum Permissible Take-off Weight / Masse maximale admissible au décollage
Avco Lycoming	O-320	Kg 2000 lbs.

7. **Classification** ▶ ☐ provisional / provisoire ☐ restricted / restreinte ☐ amateur-built / construction amateur ☐ limited / limitée

8. This Certificate of Airworthiness is issued pursuant to the **Aeronautics Act** and certifies that, as of the date of issuance, the aircraft to which it was issued has been inspected, found to be in a condition for safe operation.

8. Ce certificat de navigabilité est délivré en vertu de la **Loi sur l'aéronautique** et certifie qu'à la date de délivrance dudit certificat, l'aéronef visé par ce certificat, a été inspecté, est conforme à son homologation de type et est apte à voler en toute sécurité.

9. This aircraft has not been shown to comply with the International Civil Aviation Organization airworthiness standards. Therefore, approval of the foreign airworthiness authority is required prior to flight over their territory.

9. Il n'a pas été démontré que cet aéronef est conforme aux normes de navigabilité de l'Organisation de l'Aviation civile internationale. Il faut par conséquent, obtenir la permission de l'Autorité de la navigabilité du pays étranger concerné avant de survoler leur territoire.

10. Operating limitations dated July 18, 2002 are a part of this certificate.

10. Les limites d'utilisation en date du juillet 18/02 font partie du présent certificat.

11. Unless suspended or cancelled in accordance with the **Aeronautics Act** this certificate shall remain in force as long as the aircraft identified above is maintained and certified in accordance with the Airworthiness Manual.

11. Conformément à la **Loi sur l'aéronautique**, à moins qu'il n'y ait suspension ou annulation, le présent certificat reste en vigueur tant que l'aéronef ci-haut mentionné est entretenu et certifié conformément au Manuel de navigabilité.

July 18,2002
Date of Issue – Date de délivrance

Noel Blais
For the Minister of Transport – Pour le ministre des Transports

Seal / Sceau

24-0074 (12-90)

Canada

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA849GL

This certificate, issued to EAA Aviation Foundation, Inc.
Wittman Airfield
Oshkosh, Wisconsin 54903-3065

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations. (See Aircraft Specification No. 1A6 for complete certification basis.)

Original Product—Type Certificate Number: 1A6

Make: Piper Aircraft Corporation

Model: PA-22, PA-22-108, -135, -150, -160, PA-22S, -135, -150, and -160

Description of Type Design Change:

Modify airplane to fly on unleaded automotive gasoline, 87 minimum antiknock index, per ASTM Specification D-439. The engine installed must conform to a Supplemental Type Certificate approving the use of unleaded automotive gasoline as above for the engine model installed in the aircraft.

Limitations and Conditions: 1. Airplane Flight Manual Supplement dated November 9, 1984, or subsequent FAA approved revision is required. 2. FAR 43 combined with the Airplane Flight Manual Supplement is adequate to ensure continued airworthiness of this modification. 3. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationships between this change and any of those other previously approved modifications will introduce no adverse effect on the airworthiness of that aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 27, 1984

Date reissued:

Date of issuance: November 9, 1984

Date amended: June 28, 1985

By direction of the Administrator

Donald P. Mi[illegible] for W. F. Horn (Signature)

Manager, Chicago Aircraft Certification Office, ACE-115C

Central Region (Title)

FEDERAL AVIATION ADMINISTRATION

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SE800GL

This certificate, issued to EAA Aviation Foundation, Inc.
Wittman Airfield
Oshkosh, Wisconsin 54903-3065

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 13 *of the* Civil Air *Regulations.* (See Type Certificate Data Sheet E-274 for complete certification basis.)

Original Product—Type Certificate Number: E-274
Make: Textron Lycoming
Model: O-320A, C, E (See attached Continuation Sheet for additional models.)

Description of Type Design Change:

Add the following approved fuel: unleaded automotive gasoline, 87 minimum antiknock index, per ASTM Specification D-439 of any Volatility Class, A through E.

Limitations and Conditions: This approval should not be extended to other engines of this model on which other previously approved modifications are incorporated, unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of this engine. Specific approval must be obtained for each model aircraft to ensure compatibility with its fuel system. This approval is limited to normally aspirated piston engines in power outputs up to 150 brake horsepower only.

(Cont. on page 2 of 2)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 9, 1983

Date reissued:

Date of issuance: July 30, 1984

Date amended: March 26, 1985; September 16, 1988

By direction of the Administrator

W. F. Horn
(Signature)

W. F. Horn
Manager, Chicago Aircraft Certification Office, ACE-115C
Central Region
(Title)

FEDERAL AVIATION ADMINISTRATION

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SE800GL

Dated Amended: September 16, 1988

Model: (Cont'd):

Model	Approval	Type Certificate No.
0-235-C, -E, -H	March 26, 1985	E-223
0-290, 0-290-A, -AP, -B -C, -CP, -D, -D2, -D2A, -D2B, -D2C	March 26, 1985	E-229

...END...

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR

PIPER PA-22, PA-22-108,-135,-150,-160,
PA22S-135,-150,-160

REG. NO. CF2NR

SER. NO. 223388

This Supplement must be attached to the FAA Approved Airplane Flight Manual when the airplane is operated using unleaded automotive gasoline in accordance with STC No. SA849GL. The information contained herein supplements or supersedes the basic manual only in those areas listed. For limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: Donald P. Michael
for W. F. Horn, Manager
Chicago Aircraft
Certification Office
Central Region

DATE: November 9, 1984

REVISED: June 28, 1985

Not Valid
Without
Raised Seal

EAA Aviation Foundation
Wittman Airfield
Oshkosh, Wisconsin 54903-3065

LOG OF REVISIONS

Rev.	Revised Pages	Description of Revision	Date	FAA Approval*
A	New Pg. 2 Renumbered all pages Page 3 All	Added Log of Revisions Expanded Paragraph A, Section I Added Piper Models PA-22, PA-22-108,-135,-160,PA-22S-135, -160.	6/28/85	Harold P. Michael for W.F. Horn

*For Manager, Chicago Aircraft Certification Office, Federal Aviation Administration, Central Region.

NOTE: All changes are indicated by a black vertical line along right margin.

EAA Aviation Foundation
Wittman Airfield
Oshkosh, Wisconsin 54903-3065

SECTION I - LIMITATIONS

A. The engine installed in this aircraft must have a valid STC for the use of unleaded automotive gasoline per ASTM Specification D-439, the Antiknock Index must be 87 or more.

B. Placard Required

Located on each wing forward of fuel cap, adjacent to aviation gasoline/ fuel tank capacity placard:

> Approved Fuel: Unleaded automotive gasoline, 87 min. antiknock index per ASTM Spec. D-439.

SECTION II - PROCEDURES

A. Normal

1. Preflight Inspection

It is the pilot-in-command's responsibility to insure that the tank sumps are drained and that the fuel strainer is drained before each flight. It is also his responsibility to take corrective action if water or any other contaminant is found when draining at those points.

2. Fueling with Unleaded Automotive Gasoline

Use the same care as when fueling with aviation fuel to insure that only contaminant-free, water-free fuel enters the tank. It is the responsibility of the pilot-in-command to insure that the fuel conforms to unleaded automotive gasoline per ASTM Specification D-439, 87 minimum antiknock index.

3. Mixing Fuels

Aviation gasoline may be mixed with unleaded automotive gasoline. Any mixture containing unleaded automotive gasoline must be operated in accordance with the placards or precautions established for unleaded automotive gasoline.

1. DO NOT USE GASOLINE CONTAINING ALCOHOL
2. USE LEADED GASOLINE FOR A MINIMUM OF 3 HOURS AFTER AN OVERHAUL AFFECTING THE VALVES—USE UNLEADED AUTOGAS THEREAFTER.

FAA APPROVED
DATE: November 9, 1984
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4. Carburetor Ice

When using unleaded automotive gasoline, the onset of carburetor ice may occur earlier under the same atmospheric conditions than when using 80/87 minimum grade aviation gasoline. There is no change in the techniques for recognizing and correcting for carburetor ice.

5. Engine Operation

Engine operation must conform to Avco Lycoming recommendations except that fuel per this STC is approved.

6. Contamination Control

The following guidance is taken from Advisory Circular (AC) 20-43C, "Aircraft Fuel Control":

> Keep fuel tanks full; water condenses on the walls of partially filled tanks and enters the fuel system. Filter all fuel entering the tank. Drain fuel sumps regularly. Periodically inspect and clean all fuel strainers (screens) and occasionally flush the carburetor bowl as recommended by the aircraft manufacturer. The best insurance against fuel problems is to practice good housekeeping in your routine maintenance and be constantly alert.

The operator is referred to this AC for more detail.

B. Emergency

No change.

SECTION III - PERFORMANCE

No change.

THIS DOCUMENT MUST BE KEPT IN THE AIRPLANE AT ALL TIMES

CAA APPROVED
APPROVAL BASIS CAR 3 AND 410
AUGUST 27, 1955
NORMAL CATEGORY
2000 POUNDS GROSS WEIGHT

C.A.A. Identification No. C-FZNR

JOE SKAVINSKI, DATE .....
WGM051818 .....

AIRPLANE FLIGHT MANUAL

1. Limitations

The following limitations must be observed in the operation of this airplane:

Engine	Lycoming O-320-A2B 150 HP
Engine Limits	For all operations 2700 RPM
Fuel	80/87 Octane Minimum Aviation Gasoline
Propellers	(a) Sensenich M74DM, Fixed Pitch Metal 74.0" Maximum Diameter 72.0" Minimum Diameter Static Limits: Maximum 2450 RPM Minimum 2250 RPM
Power Instruments	Oil Temperature-Unsafe if indicator exceeds Red line (245 degrees F.) Yellow Arc: Caution (40 degrees F. to 120 degrees F.) Green Arc: Normal Operating Range (120 degrees F. to 245 degrees F.) Oil Pressure-Unsafe if indicator exceeds Red line (100 lbs.) or is below the Red line (25 lbs. minimum) Yellow Arc: Caution (85 lbs. to 100 lbs.) and (25 lbs. to 65 lbs.) Green Arc: Normal Operating Range (65 lbs. to 85 lbs.) Tachometer-Red line: Rated Engine Speed Green Arc: 500 RPM to 2700 RPM Normal Operating Range
Flap Position	Take-Off 0 Degrees Landing 40 Degrees

Airspeed Limits (True Ind. Airspeed)	Normal Category	
Maneuvering	112 MPH	97.0 Knots
Max. Cruising Speed	135 MPH	117.0 Knots
Never Exceed	170 MPH	148.0 Knots
Flaps Extended	95 MPH	82.0 Knots

JOE SKAVINSKI, DATE
WGM051818

Flight Load Factors Max. Positive Max. Negative	 3.8 No Inverted Maneuvers Approved
Airplane Loading	Max. Wgt. (Take-Off and Landing) 2000 Pounds
C. G. Range	(Aft Wing Leading Edge) (+17.5") to (+23.0") at 2000 lbs. (+12.0") to (+23.0") at 1800 lbs. (+9.5") to (+23.0") at 1400 lbs. or less
Maximum Baggage Allowed	100 Pounds Note: It is the responsibility of the airplane owner and the Pilot to insure that the airplane is properly loaded. (See Weight and Balance.
Placards:	(a) On the instrument panel in full view of the Pilot: (1) "Operate in Normal Category in compliance with the Approved Flight Manual. Acrobatics (including spins) prohibited." (b) On the Baggage Compartment: (1) "Maximum Baggage 100 Pounds."
Maneuvers	(a) No acrobatic maneuvers approved for Normal Category Operation.
Airspeed Instrument Markings And Their Significance	(a) Radial Red line marks the never exceed speed which is the maximum safe airspeed 170 MPH. (148 Knots) (b) Yellow Arc on indicator denotes range of speed in which operations should be conducted with caution and only in smooth air 135 to 170 MPH (117.0 to 148.0 Knots) (c) Green Arc denotes normal operating speed range 53 to 135 MPH (39 to 117 Knots) (d) White Arc denotes normal operating speed range with flaps extended 49 to 95 MPH (43 to 82 Knots)

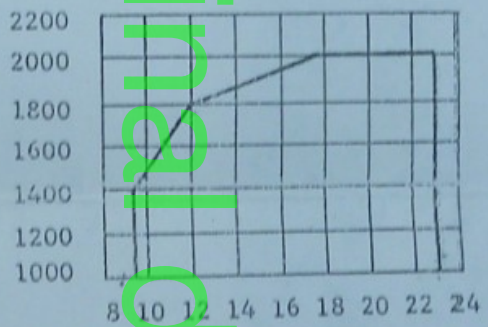
JOE SKAVINSKI, DATE
WGM051818

OPERATION LIMITATON

Model PA-22-150, Serial No. 22-2624, 4 PCLM (Normal Category), Approved September 3, 1954.

ENGINE	Lycoming O-320-A2B	
FUEL	80/87 Minimum grade aviation gasoline	
ENGINE LIMITS	For all operations, 2700 r.p.m. (150 hp.)	
AIRSPEED LIMITS (CAS)	V_{ne} (never exceed)	170 m.p.h. (148 knots)
	V_{no} (max. structural cruising)	135 m.p.h. (117 knots)
	V_p (maneuvering)	112 m.p.h. (97 knots)
	V_{fe} (flaps extended)	95 m.p.h. (82 knots)
C. G. range	Normal:	(+17.5) to (+23.0) at 2000 lb.
		(+12.0) to (+23.0) at 1800 lb.
		(+ 9.5) to (+23.0) at 1400 lb. or less

GROSS WEIGHT (lb.)



EMPTY WEIGHT	Normal: 1136 lb.		
MAXIMUM WEIGHT	Normal: 2000 lb.		
NO. SEATS	4 (2 at +21, and 2 at +49).		
MAXIMUM BAGGAGE	100 lb. (+67)		
FUEL CAPACITY	36 gal. (2 Wing tanks at +24) (216 lb)		
OIL CAPACITY	2 gal. (-29) (15 lb)		
CONTROL SURFACE MOVEMENTS	Stabilizer	1° Up	6 1/2° Down
	Elevator	24° Up	12° Down
	Aileron	15° Up	15° Down
	Rudder	16° Right	16° Left
	Flap	40° Down	

JOE SKAVINSKI, DATE
WGM051818

See CARS sections for proper inspection schedules..

https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/standards/standard-625-appendix-b-maintenance-schedules-canadian-aviation-regulations-cars